
**Nebraska Historic Buildings Survey
Red Willow County**

Prepared for:

Nebraska State Historical Society



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Chapter 1

Introduction

Throughout most of Nebraska's history, historic preservation was the province of dedicated individuals and organizations working alone in their local communities. Since the passage of the National Historic Preservation Act of 1966, however, the Governor of each state has been required to appoint a State Historic Preservation Officer (SHPO) to oversee preservation efforts mandated by the 1966 act. In Nebraska, the Director of the Nebraska State Historical Society (NSHS) serves as SHPO. The staff of the NSHS' Historic Preservation Division forms the Nebraska State Historic Preservation Office (NeSHPO).

The NeSHPO administers a wide range of preservation programs. The duties of the NeSHPO relating to programs called for by the National Historic Preservation Act include:

- Conducting and maintaining a statewide historic building survey.
- Administering the National Register of Historic Places (National Register) program.
- Assisting local governments in the development of local historic preservation programs and certification of qualifying governments.

- Administering a federal tax incentives program for the preservation of historic buildings.

- Assisting federal agencies in their responsibility to identify and protect historic properties that may be affected by their projects.

- Providing preservation education, training, and technical assistance to individuals and groups and local, state, and federal agencies.

What follows is a brief description of NeSHPO programs, followed by a staff guide with telephone numbers. Though described separately, it is important to remember that NeSHPO programs often act in concert with other programs, and should be considered elements of the NeSHPO mission and a part of the mission of the NSHS.

Nebraska Historic Buildings Survey

The Nebraska Historic Buildings Survey (NeHBS) was begun in 1974. The survey is conducted on a county-by-county basis and currently includes more than 60,000 properties that reflect the rich architectural and historic heritage of Nebraska. The survey is conducted by researchers who drive every rural and urban public road in a county and record each property that meets certain historic requirements. Surveyors never enter private property

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without permission. In addition to this fieldwork, surveyors research the history of the area in order to better understand their subject. The NeHBS often includes thematic subjects that may be unique to a certain county such as an historic highway or type of industry.

The purpose of the NeHBS is to help local preservation advocates, elected officials, land-use planners, economic development coordinators, and tourism promoters understand the wealth of historic properties in their community. Properties included in the survey have no use restrictions placed on them, nor does the survey require any level of maintenance or accessibility by property owners. Rather, the survey provides a foundation for identifying properties that may be worthy of preservation, promotion, and recognition within a community.

The NeHBS provides a basis for preservation and planning at all levels of government and for individual groups or citizens. Generally, the NeHBS includes properties that convey a sense of architectural significance. When possible and known, NeHBS also describes properties that have historical significance. The survey is not intended to be a comprehensive history of a county, but a detailed “first look” at historic properties. Additionally, as the NeHBS is in part federally funded, the NeSHPO must use federal guidelines when evaluating and identifying historic properties. In short, the NeHBS is not an end in itself, but a beginning for public planners and individuals who value their community’s history.

For more information, please call the NeHBS Program Associate or the Survey Coordinator listed below.

National Register of Historic Places

One of the goals of the NeHBS is to help identify properties that may be eligible for listing in the National Register. The National Register is our nation’s official list of significant historic properties. Created by the National Historic Preservation Act of 1966, the National Register includes buildings, structures, districts, objects, and sites that are significant in our

history or prehistory. These properties may reflect a historically significant pattern, event, person, architectural style, or archaeological site. National Register properties may be significant at the local, state, or national levels.

Properties need not be as historic as Mount Vernon or architecturally spectacular as the Nebraska State Capitol to be listed in the National Register. Local properties that retain their physical integrity and convey local historic significance may also be listed.

It is important to note what listing a property in the National Register means or, perhaps more importantly, what it does not mean. The National Register does not:

- Restrict, in any way, a private property owner’s ability to alter, manage, or dispose of a property.
- Require that properties be maintained, repaired, or restored.
- Invoke special zoning or local landmark designation.
- Allow the listing of individual private property over an owner’s objection.
- Allow the listing of historic districts over a majority of property owners’ objections.
- Require public access to private property.

Listing a property in the National Register does:

- Provide prestigious recognition to significant properties.
- Encourage the preservation of historic properties.
- Provide information about historic properties for local and statewide planning purposes.
- Help promote community development, tourism, and economic development.
- Provide basic eligibility for financial incentives, when available.

For more information, please call the National Register Coordinator listed below.

Certified Local Governments

An important goal of the NeSHPO is to translate the federal preservation program, as embodied by the National Historic Preservation Act, to the local level. An important element of this goal is to help link local governments with a nationwide network of federal, state, and local organizations. One of the most effective tools for this purpose is the Certified Local Government (CLG) program. A CLG is a local government, either a county or municipality that has adopted preservation as a priority. To become a CLG, a local government must:

- Establish a preservation ordinance that includes protection for historic properties at a level the community decides is appropriate.
- Promote preservation education and outreach.
- Conduct and maintain some level of a historic building survey.
- Establish a mechanism to designate local landmarks.
- Create a preservation commission to oversee the preservation ordinance and the CLG program.

There are a number of advantages to achieving CLG status:

- A CLG is eligible to receive matching funds from the NeSHPO that are unavailable to non-CLGs.
- Contributing buildings within local landmark districts may be eligible for preservation tax incentives (see below), without being listed in the National Register.
- CLGs have an additional tool when considering planning, zoning, and land-use issues through their landmarking and survey programs.

- CLGs have the ability to monitor and preserve structures that reflect the community's heritage.

- CLGs have access to a nationwide information network of local, state, federal, and private preservation institutions.

- Finally, but not least, a CLG through its ordinance and commission has a built-in mechanism to promote pride in, and understanding of, a community's history.

Certification of a local government for CLG status comes from the NeSHPO and the National Park Service, and there are general rules to follow. A community considering CLG status, however, is given broad flexibility within those rules when structuring their CLG program. The emphasis of the CLG program is local management of historic properties with technical and economic assistance from the NeSHPO.

Preservation Tax Incentives

Since 1976 the Internal Revenue Code has contained provisions offering tax credits for the certified rehabilitation of income-producing historic properties. Historic properties are defined as those listed in the National Register, or as buildings that contribute to the significance of a National Register or a locally landmarked (by a CLG see above) historic district. An income-producing property may be a rental residential, office, commercial, or industrial property. Historic working barns or other agriculture-related outbuildings may also qualify.

A certified rehabilitation is one that conforms to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. The standards are a common sense approach to the adaptive reuse of historic buildings. It is important to remember that this program promotes the rehabilitation of historic properties so that they may be used to the benefit and enjoyment of the property owner and a community. The program is not necessarily intended to reconstruct or restore historic buildings to exact, as-built specifications.

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The tax incentive program in Nebraska has been responsible for:

- Reinvesting millions of dollars for the preservation of historic buildings.
- Establishing thousands of low- and moderate-income housing units and upper-end units.
- Encouraging the adaptive reuse of previously under or unutilized historic properties in older downtown commercial areas.
- Helping to broaden the tax base.
- Giving real estate developers and city planners a tool to consider projects in older, historic neighborhoods.
- Helping stabilize older, historic neighborhoods.

Certification of the historic character of the income-producing property (usually by listing the property in the National Register) and certification of the historic rehabilitation is made by both the NeSHPO and the National Park Service. We strongly urge contacting the NeSHPO and a professional tax advisor, legal counsel, or appropriate local Internal Revenue Service office before initiating any activity for a project that anticipates the use of preservation tax incentives.

For more information, please call the Review and Preservation Services Program Associate listed below.

Federal Project Review

Section 106 of the National Historic Preservation Act requires that federal agencies take into account the effect of their undertakings on historic properties; develop and evaluate alternatives that could avoid, minimize, or mitigate adverse effects their projects may have on historic properties; and afford the Federal Advisory Council on Historic Preservation an opportunity to comment on the project and its effects on historic properties. The regulations that govern the Section 106 process, as it is known, also require that the federal agency consult with the NeSHPO to

identify historic properties in the project area; assess the effects a project may have on historic properties located in the project area; and develop and evaluate alternatives that could avoid, minimize, or mitigate adverse effects the project may have on historic properties.

For example, if the Federal Highway Administration (FHWA), through the Nebraska Department of Roads, contemplates construction of a new highway, FHWA must contact the NeSHPO for assistance in determining whether any sites or structures are listed in, or eligible for listing in, the National Register are located in the project area. If properties that meet this criteria are found, the FHWA must consult with the NeSHPO to avoid or reduce any harm the highway might cause the property. Note that a property need not actually be listed in the National Register, only eligible. This process is to take place early enough in the planning process to allow for alternatives that would avoid adverse effects to historic properties; i.e., in the example above, the modification of a new highway's right-of-way could avoid an archaeological site or historic barn.

It is important to note that public participation in this process is vital. The Section 106 process requires the federal agency to seek views of the public and interested parties if adverse effects to historic properties are discovered through consultation with the NeSHPO. The NeSHPO examines information provided by the federal agency, the NeHBS, and the National Register, but often the most valuable information comes from comments provided by the public. Section 106 was included in the National Historic Preservation Act to protect locally significant historic properties from unwitting federal action. It is truly a law that gives the public a voice in an often unsympathetic bureaucratic system.

For more information about Section 106 review, please a member of the Federal Agency Review staff listed below.

Public Outreach and Education

The primary function of the NeSHPO is to assist communities in preserving significant buildings, sites, and structures that convey a sense of community history. The most powerful tool available to the NeSHPO in this regard is public education. For this reason, NeSHPO staff spend considerable time conducting public meetings and workshops and disseminating information to the public.

Our goal is to assist local individuals, groups, and governments understand, promote, and preserve historic properties. The NeSHPO advocates not only the self-evident aesthetic advantages of historic preservation, but also the potential for preservation to help promote economic development, community planning, tourism, environmental sensitivity, and land-use planning.

The above short descriptions are meant to orient the reader to the NeSHPO programs within the larger mission of the NSHS. As all NeSHPO programs originate from a common source, the National Historic Preservation Act, they work best when they work together, either in whole or in part. For the programs to function at all, they require the interest and participation of the people they are meant to serve . . . the public.

For more information about the NeSHPO or the programs described above, please call (402) 471-4787 or 1-800-833-6747. Information is also available at the State Historical Society web page at www.nebraskahistory.org.

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Chapter 2

Historic Overview

Introduction

This historic overview provides a context in which to consider the various types of resources researched and documented in this survey. When possible, the overview presents information about specific buildings within the survey area. Within the overview, when a surveyed building is mentioned its Nebraska Historic Buildings Survey (NeHBS) number follows its reference in the text, RW01-001 for example. These site numbers begin with an abbreviation of the county, “RW” for Red Willow, and a two-digit number referring to the property’s location within the county. Each community has a number, for example Bartley is “01,” and rural sites are numbered “00.” The last three numbers refer to the specific building or structure.

The Landscape and Environment of Southwestern Nebraska

Southwestern Nebraska is made up of ten counties including Chase, Dundy, Frontier, Furnas, Hayes, Hitchcock, Keith, Lincoln, Perkins, and Red Willow. Three distinct landscapes characterize this region of Nebraska. The Republican River and the Platte River Valleys provide fertile floodplains in the region. Plains stretch across the western section of this corner of the state and eroded plains cover the eastern and southern sections.

Sand Hills are present in Chase, Dundy, Perkins, Hayes, and Lincoln counties. The eroded plains that characterize Red Willow County’s landscape have created escarpments and spectacular hilltop vistas. Numerous rivers and creeks flow through the county, including the Republican River, and Beaver, Red Willow, Driftwood, Coon, and Dry Creeks.¹

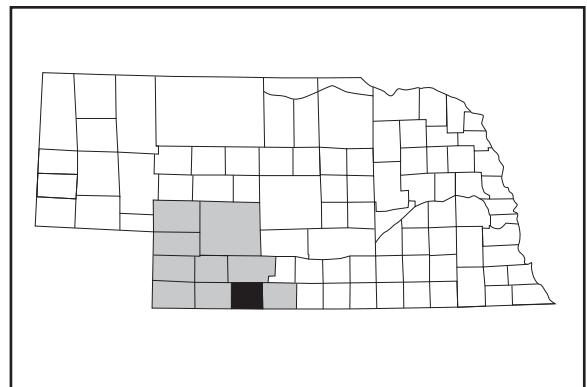


Figure 1. Map Showing Southwestern Nebraska and Location of Red Willow County

Agriculture and livestock raising has formed the foundation of the region’s economy from early settlement through the present. Because the area has erratic rainfall, irrigation systems were developed during the 1930s and 1940s to help ensure the success of area farming. As of the mid-1990s, almost 6 million acres of land in southwestern Nebraska were utilized for agri-

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cultural pursuits. Although center-pivot irrigation is now the preferred irrigation method, remnants of earlier systems, such as the Driftwood West Canal (RW00- 131) in Red Willow County, remain visible on the landscape. The construction of dams in the region to eliminate periodic flooding further controlled the flow of water in Southwestern Nebraska.²

The area's waterways help to make the county a fertile agricultural region. The fickle nature of the county's natural waterways resulted in regular and severe flooding before a series of flood control systems, constructed in the middle of the twentieth century, tamed the waters. Through a series of government projects, the waterways were channeled for irrigation. Many residents along the Republican River remember the flood of 1935, which devastated farmlands, washed out bridges, and knocked out telephone lines across the river's floodplain. The devastation wrought by the 1935 flood prompted the U.S. Army Corps of Engineers to embark on a flood control project in the area. A system of dams and reservoirs were constructed, which have eliminated the damage of flooding and have established a reliable source of water for farm irrigation.³

Red Willow's agricultural production was bolstered during the Great Depression when the federal government chose the county as the location of the first shelterbelt plantings in Nebraska. The federal government sought to improve agricultural and land management practices as a result of the soil erosion during the 1930s. One strategy to reduce soil erosion and increase agricultural productivity was the use of trees to shelter against strong prevailing winds in the Great Plains. Shelterbelts consisted of multiple rows of trees planted along the border of fields in long stretches. The shelterbelts are still used to shield crops from strong winds and to trap snow in the winter.

Beginning in the spring of 1935, portions of Red Willow County had rows of hardy trees planted to reduce soil erosion caused by the region's strong winds. These trees, combined with changes in techniques used to till the soil, have reduced the amount of topsoil lost to erosion each year in the county.⁴

Red Willow County

In 1867, the year that Nebraska became a state, the newly formed state legislature divided the western part of the state into counties. The boundaries for Red Willow County were created at this time and settlement occurred in the following years. Early settlers E.S. Hill, G.A. Hunter, L.B. Korn, and William Weygant⁵ arrived in Red Willow in the spring of 1872. The group was the first to file claims on land in the county and settled near the current town of Indianola.⁶

The state legislature recognized the county government in Red Willow County in 1873. The county encompasses 720 square miles and is bounded on the north by Frontier County, on the south by the state of Kansas, on the east by Furnas County, and on the west by Hitchcock County.⁷

Following a typical pattern, early settlement in Red Willow County gravitated towards available water sources. This tendency was reinforced by the Burlington & Missouri River Railroad (B&M), which located its main line in the Republican River Valley near the center of the county and established its secondary line along Beaver Creek near the southern border of the county. Bartley, Indianola and McCook are located adjacent to the main line; and Danbury, Lebanon, and Marion are situated along Beaver Creek.

Although the federal government encouraged settlement in Nebraska through the Homestead Act of 1862, immigration to Red Willow County proceeded hesitantly prior to the commitment of the B&M Railroad to locate its main line through the county. The B&M served southern and western portions of Nebraska. Town settlement through Red Willow increased in pace after the rail line announced it would complete its line through the county by 1879.⁸

The railroad brought farmer's goods within reach of wider markets and provided new settlers an opportunity to avoid the perils of a trip across the country in a covered wagon. The federal government approved land grants to B&M to help finance the costs of construction;

the railroad used these grants to encourage settlement along the route of its lines. For example, the Republican Valley Land Association was organized by B&M to facilitate the settlement of land near the railroad. Representatives from the land company assisted in platting towns, helped plan the county seat, and occasionally donated land and buildings to stimulate the settlement of areas along the Republican River route.⁹

When it became known that the B&M would locate a division point for its north-south and east-west lines somewhere between the towns of Indianola and Culbertson (in Hitchcock County), these settlements and nearby towns began vying for the location. After energetic competition between Indianola, Culbertson, and Fairview (now McCook) for the honor of hosting the division point of the rail line, the fledgling settlement of Fairview prevailed. The location of the railroad roundhouse, shops, and warehouses helped spark development of the town, which eventually outpaced its next closest rival, Indianola, to become the county seat.¹⁰

Although the railroad was essential to the early settlement of Red Willow County, the influence of the railroad declined in the early twentieth century. The Detroit-Lincoln-Denver (DLD) Highway helped to continue development and increase tourism and commerce for the communities along the route.

In the early 1900s, the automobile began to play an increasingly important role in society. The Omaha-Lincoln-Denver (OLD) Highway, later the DLD Highway, formed a portion of one of America's first transcontinental highways. Established in May of 1911, the DLD helped bring better access to communities along the route. In Red Willow County, the highway roughly followed the present route of State Highway (SH) 6 and connected Bartley, Indianola, McCook, and Red Willow to adjacent communities.

In addition to the DLD, which roughly paralleled the route of the B&M main line, another east-west route, SH 89, traversed the county near the southern boarder. This route was in service by 1916 and connected Danbury, Lebanon, and Marion.¹¹

The Detroit-Lincoln-Denver Highway

In the early 1900s the automobile began to play an increasingly important role in society. The Omaha-Lincoln-Denver Highway (OLD), later the Detroit-Lincoln-Denver Highway (DLD), formed a portion of one of America's first transcontinental highways. Established in May of 1911, the DLD opened communities along the route to increased tourism and trade. In Red Willow County, the highway connected Bartley, Indianola, McCook, and Red Willow to communities in adjacent counties.

Because the new transcontinental highway improved the volume of traffic and access, many communities benefited from their position to offer goods and services to travelers. Garages, hotels, motels, and eateries were established in communities along the route. For example, the Keystone Hotel (RW05-011, listed in the National Register of Historic Places in 2001) opened in the early 1920s to handle the increase in tourism resulting from the DLD route through town. Transportation-related resources remain along the route today, including the Garden Hotel (RW05-153), constructed c. 1925, and auto garages and service stations.

During 2001-2002 Mead & Hunt conducted a survey for the Nebraska State Historic Preservation Office (NeSHPO) of Nebraska's historic highways, including the DLD in Red Willow County. For information on the history of highway development, or the properties surveyed along the DLD, contact the NeSHPO.



Service station located in Bartley along the DLD Highway route, RW01-039

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Section of the DLD Highway roadbed in Red Willow County, RW00-159



Klein's Motor Electric located along the DLD Highway in McCook, c. 1930 (GNH)

Community Development

Bartley

In 1886 Reverend Allen Bartley and his associates founded the town of Bartley and Mallalieu University, which are nestled along the north bluff of the Republican River. Reverend Bartley declared his new town to be one free of the manufacture “or sale of intoxicating liquors or place of vice.” The town was ambitiously platted with 80 city blocks with the 52-acre university located in the center, at the north end of Commercial Avenue on block 19. The university and the town initially grew quickly and Bartley was incorporated in 1887.¹²

The university formed the basis for the town's economy, with most of the 23 businesses in 1886 being connected with Mallalieu University. By 1887, the young town included a lumberyard, a brickyard, a drugstore, a bank, a

hardware store, a general store, a blacksmith, a barber, a boarding house, and a hotel in its roster of businesses, to name a few. By 1888 the population had increased to 400. During this period of optimism, the town installed amenities such as sidewalks and street lamps. However, when the trustees of the university redirected funding from Mallalieu University to Wesleyan University at University Place (now Lincoln) in 1889, Mallalieu University quickly closed.¹³

Despite the loss of the university, Bartley continued to grow, although at a reduced rate, during the remainder of the nineteenth century. Continued growth was largely the result of steps taken by Reverend Bartley to ensure his town appeared attractive for reasons other than simply the location of the university. He contacted the railroad and arranged for a spur line to be constructed into the town for the added enticement of settlers. The railroad connection was key to the town of Bartley's continued success after the demise of the university. In 1890 Bartley's businesses included a blacksmith shop, a hardware store, a general store, a flour mill, a drugstore, a post office, a millinery, and a store selling agricultural implements. The town achieved its greatest population of 511 in 1910.¹⁴

Additional developments provided a boost to the local economy in the early to mid-twentieth century. The construction of Bartley's octagonal barn (RW01-023) in 1919 brought stock shows and sales and community events to the town. In addition, an early watershed control project, constructed after the Republican River flood of 1935, used a system of dams and dikes to bring the periodic flooding of the nearby creeks under control. The discovery in the 1950s of a sizeable oil field in the area provided an enormous boost to the local economy. In 1986 the fields still produced enough oil to form the second largest force in the local economy. The numerous wells outside the town testify to the continued importance of oil to the local economy. However, agriculture remains the strongest sector of Bartley's economy.¹⁵

Danbury

The first settlers arrived in Danbury in the early 1870s and a post office was established on December 24, 1873. The first postmaster, George Gilbert, named the post office and the fledgling community Danbury after his former home in Connecticut. Chosen by the first settlers for its location in a prime agricultural region, the area around Danbury produced a wide variety of crops, including corn, wheat, alfalfa, barley, potatoes, sorghum, sugar beets, and livestock.¹⁶

When the survey for the branch line of the B&M was completed in 1887, the young town of Danbury found itself 3 miles away from the new line. As an enticement to move their town, residents and business owners received offers of free land from the railroad in exchange for relocating the town adjacent to the rail line. The town recognized the opportunity presented by the railroad and relocated their town adjacent to the B&M line.¹⁷

Relocating Danbury proved beneficial to the town. The pace of growth in the town quickened in the late nineteenth century, and the village incorporated in 1898. A two-story frame depot, completed in 1888, served both passenger and freight customers (RW02-014). The Danbury Opera House (non-extant) opened in the same year. By the end of the nineteenth century, Danbury boasted a healthy commercial district, with a lumber company, a bank, a blacksmith shop, a doctor's office, a roller mill, a hotel and livery, a real estate office, a general store, and a drugstore. Additionally, telephone service had been established by this time.¹⁸



View of Danbury, c. 1910 (GNH)

Growth continued into the early twentieth century, with Danbury's location on a well maintained east-west route (SH 89) cushioning the community from the impending decline of the railroad. The expanding early twentieth-century business community included the Atlas Lumber Company, two grain elevators, a flour and feed mill, a bank, a general store, a blacksmith's shop, a meat market, a barbershop, a print shop, a hotel, and a harness shop. Area farmers also organized the Danbury Equity Exchange in 1918 in an effort to obtain higher prices for their crops and better their financial well-being.¹⁹

Businesses were likely attracted to the area by the growth in public services. For example, electricity became available in 1920, and a public water and sewer system went on-line in 1948. By the mid-twentieth century, businesses included a pool hall, cafes, a confectionary, a filling station, a legion hall, and a movie theater. During this period, however, the railroad continued to curtail its service and Danbury's population and prosperity suffered as a consequence. State Highway 89 did not route enough business to the town to offset the decline in shipping and passenger rail traffic. The town's population has shrunk from its peak of 321 in 1930 to 143 residents in 1980, and 127 residents in 2000.²⁰

Indianola

Located on the east bank of Coon Creek, the town of Indianola bears the distinction of being Red Willow's original county seat of government. Edgar S. Hill, George A. Hunter, L.B. Korn, and William Weygant arrived in Red Willow in the spring of 1872. The group was the first to file on land in the county and soon claimed land in the vicinity of the current town of Indianola.²¹

The small settlement persevered and, by 1873, had found a sponsor in the form of D.N. Smith of the Republican Valley Land Association. While on an expedition to locate a county seat, Smith encountered the settlers and proposed his idea of making their community the center of government. Not surprisingly, this suggestion met with a positive response. Smith surveyed and recorded the town in 1873, naming the town "Indianola" for his hometown in Iowa.²²

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In 1873 Indianola won an election against the town of Red Willow for the honor of hosting the county seat. In the summer after the election, the Republican Valley Land Association, an arm of the B&M, built a hotel, courthouse, and a store in an effort to spur settlement. The association also deeded 100 town lots in Indianola through a bond issued to the county. The town did not initially grow at a rapid pace, as might normally be expected of the county seat, however. It was not until the railroad completed its line through Indianola in the late nineteenth century that the population began to grow at a faster rate.²³

The arrival of the rail line in Indianola in 1880 proved beneficial to the town. In this year, Indianola had 233 residents, a newspaper, a church, a school, a general store, and a mill. The boom lasted until the rail line extended further west. Despite a lessening pace of settlement, Indianola continued to grow during the remainder of the nineteenth century and into the early twentieth century, with the population reaching 579 by 1890 and climbing to 742 in 1920.²⁴

In the late nineteenth century, the new settlement of Fairview (now McCook), began to challenge Indianola's preeminent position in Red Willow County. Fairview was well organized and equally well positioned to gain the advantage over Indianola. B&M's decision to locate its roundhouse and division point in Fairview dealt a serious blow to Indianola. Local politicians in Fairview began to lobby for a shift in the location of the county seat of government and in 1896, Indianola lost a contested election. After the ensuing court battles decided in favor of Fairview, the seat of county government left Indianola. The negative effect of the loss of the county seat was felt in Indianola immediately. The town's population, which had reached 1,200 in 1896, rapidly dropped to under 900 residents shortly after the move.²⁵

After the loss of the county seat, Indianola managed to maintain a degree of prosperity, largely due to the continued importance of the railroad for shipping, through the early twentieth century. The presence of businesses

like the Indianola Ochre Mills also helped to anchor the community economically at the turn of the twentieth century. Ochre is a soft yellowish stone that is mined and processed for use in paint and brick production. The mill operated from 1890 to 1910 and only closed after it became cheaper to ship European ochre for sale in the United States than to manufacture ochre locally.²⁶

As the importance of the railroad began to wane, the DLD, which ran through town, helped to offset the loss of regular rail services. The importance of the agricultural economy remained constant, and by the early twentieth century, the population stabilized with 815 residents recorded in the 1930 census.²⁷



Masonic Temple Building, RW03-004 (right) and a bank, RW03-005 (left) located along Fourth Street in Indianola

The Depression hit Indianola hard, however. The State Bank of Indianola (RW03-005) closed in 1933, not to reopen until 1940. To make matters worse, the Republican River Flood of 1935 swept away much of the agricultural crops in the rural areas around the town. Later, with the country's entry into World War II a prisoner of war camp (RW00-043) opened just outside of town in 1942. Almost 2,000 German prisoners lived at this camp until the end of the war. Many of the prisoners were employed to work on local farms during planting and harvesting seasons. Camp guards and other employees brought an influx of new residents and new economic vitality to the town. Activity at the camp continued even after the war ended and the prisoners returned home. The U.S. Department of the Interior, Bureau of Land

Reclamation, used the camp until 1954, when the facility closed. The buildings have since been demolished and little remains except for two brick smoke stacks.²⁸



St. Catherine's Church located in Indianola, c.1930, RW03-081 (GNH)

Today, with the reduction in rail service, the falling rates of auto tourism along the DLD, the decline of the family farm, and other socio-factors, Indianola's population has continued to contract. As of the 2000 census, the town had a population of 642.²⁹



Commercial building located along Center Street in Lebanon, RW04-016

Lebanon

The small village of Lebanon, situated in the southeast corner of the county, received its name and a post office in 1873. In April 1872, B.F. Bradbury, William and Harve Springer, N.S. West, Waterman Whitaker, George Zink, George Kinne, R.P. High, and Dr. I. Bennett filed on land in the area that became Lebanon. Early settler B.F. Bradbury and his family were instrumental in attaining the post office and establishing the first trading post in town.³⁰

Typical of many town residents that suddenly found themselves isolated when rail lines bypassed their community, the residents of Lebanon relocated their young town several miles east in 1887 to a newly platted town on a branch line of the B&M Railroad. Lebanon prospered from this move, and developed a bustling commercial center that included a dressmaker, a butcher, a well borer, a furniture maker, a confectionary, a cobbler, and a painter.³¹

Three grain elevators operated in Lebanon in the early twentieth century, testifying to the importance of agriculture for the town. The location of the elevators along the railroad tracks speaks to the importance of the B&M in the life of the town.³²

In the early twentieth century, Lebanon was a major center for shipping cattle to market. Large stockyards were located at the tracks in the early twentieth century. This flourishing business was to be short-lived, however, as increased truck hauling and the growing popularity of purchasing stock at the farm for direct shipment to the slaughterhouse rendered the stockyards largely obsolete by the middle of the twentieth century.³³

Fires plagued Lebanon's commercial district. The town rebuilt after the first fire in 1894 and the second fire in 1904, both of which destroyed the west side of Center Street. Lebanon recovered and incorporated in 1906. After a third fire in 1939 destroyed almost all of the commercial block yet again, the town did not rebuild many of the buildings. Lebanon never recovered from the blow to its economy.³⁴

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United Presbyterian Church in Lebanon, RW04-023

Lebanon's population remained steady through the start of the Great Depression. The population in 1930 was 262. The growing centralization of farming, combined with the dwindling importance of shipping by rail during the second-half of the twentieth century, has led to the steady demise of the community, which had a population of 70 in the 2000 census.³⁵

Marion

In 1901 Marion Powell and Martin Nielson founded the town of Marion in the Beaver Creek Valley. The town's post office was established 1902. The Nebraska State Genealogical Society reports that Powell, after whom the town is named, and his partner Nielson operated the world's largest hog ranch (perhaps an exaggerated claim). The partners established the town in order to create a convenient shipping center for their stock.³⁶

Although conveniently located along the B&M and SH 89, the settlement at Marion never blossomed. The town attained its greatest size in 1930 with 252 citizens. Currently, the grain elevator (RW06-009) is the only commercial enterprise that remains in the town. Marion's school was demolished at the end of the twentieth century and the Presbyterian Church (RW06-002) stands vacant.³⁷



Grain elevator complex in Marion, RW06-009



Presbyterian Church in Marion, RW06-002

McCook

Perhaps no other community benefited from railroad development in Red Willow County as much as McCook. The city hosted a large depot, machine shops, a roundhouse, and other services vital to the railroad. In return, McCook enjoyed the prosperity that came with the success of the railroad.



The George Norris House in McCook, RW05-021, a National Historic Landmark and listed in the National Register

Originally named Fairview, the small community was settled by William Colbin in spring of 1877. Following intense competition with Indianola, B&M chose this location for the division point of its north-south and east-west lines. This decision turned the small cattle-trading town into a regional trading center. The Lincoln Land Company renamed the town in 1882 for Civil War veteran Alexander McDowell McCook and promoted the town in the first issue of the McCook Tribune in June 1882 in an effort to induce settlement. The publicity attracted craftsmen, real estate speculators, and business people. The promise of economic opportunity that came with the railroad caused the town to grow rapidly. McCook achieved village status in 1883, and became a city in 1886. This growth went hand-in-hand with the success of the railroad, which erected a large rail depot, roundhouse, and machine shops in McCook.³⁸

Local politicians in McCook began to lobby for a shift in the location of the county government, gaining the county seat in 1896 in a contested election. The courts decided in favor of McCook, and the seat of county government left Indianola shortly thereafter.³⁹

McCook is the location of the first junior college, now McCook Community College, in the state, which opened in 1926. True Hall (RW05-108), stands as the most prominent architectural landmark on the campus. The history of commercial and industrial development of McCook is discussed more fully in Chapter 4.⁴⁰



True Hall located on the McCook Community College campus in McCook, RW05-108



*McCook Railroad Depot, 1925,
RW05-086 (PHS-MHP)*

The most significant period of development in McCook encompasses the heyday of the railroad era and spans 30 years of the twentieth century. The population in 1890 was 2,346, increasing to 4,303 in 1920 and to 8,404 in 1930. These years mark the period when the railroad and the machine shops operated at full capacity. The railroad declined after World War II, but has remained a significant element in the city's economic life. McCook's economy today retains its traditional ties to the railroad, agriculture, ranching, and manufacturing. Cattle and hog feeding, oil production, retail and wholesale business, and telemarketing have also found their place in the city's economy.⁴¹



*The Willis Building located along East E Street in
McCook, RW05-211*

Chapter 2. Historic Overview

For a detailed history of the commercial development of the city of McCook, see *Chapter 4. McCook Commercial and Industrial Development*.

Red Willow

The small crossroads known as Red Willow bears the distinction of being the first town and first post office in the county. The town, established in April 1872, had approximately 150 residents, a school, a general store, and a mill by 1879. By 1890, with a population of 105, this town was being eclipsed by nearby McCook. By 1890, the town retained its post office, but commercial activity had shifted to McCook. Today, the site of the former town of Red Willow retains only a consolidated school as evidence of this early settlement.⁴²

Notes

¹Bill Sesow and Susan Wunder, *Journey Through Nebraska* (n.p.: Instructional Materials Council, 1997), 291.

²Sesow and Wunder, 307.

³Jane Graff, *Nebraska Our Towns...The Panhandle* (Dallas, Tex.: Taylor Publishing Co., 1988), 185; Nebraska State Genealogical Society, *A Research Guide to Genealogical Data in Areas 13: Counties of Red Willow County, Frontier County, Hayes County, Hitchcock, Dundy County, Chase County* (n.p.: Nebraska State Genealogical Society, 1994), 6.

⁴"Shelterbelt Program Launched in Nebraska," *McCook Tribune*, 5 April 1935, 1.

⁵The alternate spelling Weygint appears in several sources of Red Willow's history.

⁶Nebraska State Genealogical Society, 1.

⁷Graff, 80; Harrison Johnson, *History of Nebraska* (Omaha, Nebr.: Henry Gibson Herald Printing House, 1880), 529.

⁸Johnson, 532.

⁹*One Hundred Years of Living: Indianola, Nebraska, 1873-1973* (n.p.: 1973), 11.

¹⁰Nebraska State Genealogical Society, 3.

¹¹*Clason's Guide Map of Nebraska* (Denver, Colo.: Clason Map Co., 1916).

¹²James Sughrue, *Views of a College Town* (n.p.: J.J. Sughrue, n.d.), 2, 6; Nebraska State Genealogical Society, 5.

¹³Sughrue, 12, 75; Graff, 184.

¹⁴Sughrue, 8; *Nebraska State Gazetteer and Business Directory, Volume 7, 1890-1891* (Omaha, Nebr.: J.M. Wolfe & Co., 1890), 66.

¹⁵"Bartley sale barn's story has 8 sides, many asides," *Lincoln Journal*, 24 July 1986, n.p.; Nebraska State Genealogical Society, 6; Graff, 184, 186.

¹⁶Graff, 187.

¹⁷*Danbury Centennial, 1873-1973* (Iowa Falls, Iowa: General Publishing and Binding, 1973), 14; Nebraska State Genealogical Society, 5.

¹⁸*Nebraska State Gazetteer*, 135; *Danbury Centennial*, 44-45.

¹⁹*Danbury Centennial*, 15, 19, 27, 33.

²⁰*Danbury Centennial*, 44-45, 17; Graff, 187; Nebraska Department of Natural Resources, "2000 Census Data Retrieval, Nebraska Places," 2000 Census Data Retrieval, 2002 <<http://nrcnt3.dnr.state.ne.us/census/places3.asp>> (6 June 2002).

²¹Nebraska State Genealogical Society, 1.

²²"Indianola-Red Willow County," *Consortium for the Application of Space Data to Education*, n.d., <<http://www.casde.unl.edu/history/counties/redwillow/indianola/indianola.htm>> (30 May 2001).

²³Graff, 188.

²⁴Johnson, 533; A. T. Andreas, *History of the State of Nebraska*, 15 December 2001, <http://ukans.edu/carrie/kancoll/andreas_ne/redwillow/redwillo-pl.html> (19 July 2000).

²⁵Nebraska State Genealogical Society, 2; Graff, 188.

²⁶Graff, 188.

²⁷Nebraska State Genealogical Society, 6.

²⁸Nebraska State Genealogical Society, 6; Graff, 189.

²⁹"Nebraska, Community Fast Facts Profile," n.d., <<http://sites.nppd.com/aedc/fastfacts.asp?city=Indianola>> (12 February 2002).

³⁰Nebraska State Genealogical Society, 5.

³¹*Lebanon, Nebraska Centennial: 1873-1973* (n.p., 1973), n.p.

³²Graff, 191.

³³*Lebanon, Nebraska Centennial: 1873-1973*.

³⁴*Nebraska State Gazetteer*, 283; Graff, 190.

³⁵Nebraska State Genealogical Society, n.p.; "Nebraska Community Fast Facts Profile."

³⁶Nebraska State Genealogical Society, 5.

³⁷Nebraska State Genealogical Society, n.p.

³⁸Nebraska State Genealogical Society, 3; "History of McCook, Nebraska," n.d., <<http://www.ci.mccook.ne.us/fhistory.htm>> (21 February 2002).

³⁹Nebraska State Genealogical Society, 2.

⁴⁰Gene O. Morris, *Portraits of the Past: McCook's First One Hundred Years* (McCook, Nebr.: High Plains Historical Society, 1982), 153; "History of McCook, Nebraska."

⁴¹"History of McCook, Nebraska."

⁴²Johnson, 529, 533; Nebraska State Genealogical Society, n.p., 4.

Chapter 3

Survey Results

Research Design

Objectives

The Nebraska State Historical Society (NSHS) retained Mead & Hunt to identify and document significant historic, architectural, and landscape resources within Red Willow County. Architectural historians from Mead & Hunt conducted the Nebraska Historic Buildings Survey (NeHBS) in the fall of 2001. The survey builds upon the previous survey efforts undertaken by NSHS. The survey verified the location and evaluated the current status of resources previously surveyed and identified additional resources that qualify for inclusion in the NeHBS. Mead & Hunt's survey team examined the integrity and significance of each previously identified and newly identified historic resource and its potential eligibility for listing in the National Register of Historic Places (National Register). The survey team also reviewed resources collectively to determine their potential to contribute to a National Register Historic District.

Methodology

Survey Area

The survey area consisted of all buildings, structures, sites, and objects within Red Willow County visible from the public right-of-way.

The survey excluded the McCook Army Airfield and the McCook Municipal Airport, for which the Nebraska State Historic Preservation Office (NeSHPO) has recently completed intensive-level surveys. For more information and eligibility recommendations on either the McCook Army Airfield or the McCook Municipal Airport please contact the NeSHPO.

Background Research

Before beginning fieldwork, architectural historians from Mead & Hunt investigated published information about the history, culture, and settlement of Red Willow County and its communities at the following repositories: Nebraska State Historical Society Library/Archives, High Plains Historical Society, Museum of the High Plains, and the NeSHPO.

Mead & Hunt collected information on previously surveyed properties and properties listed in the National Register. NeSHPO staff and the Mead & Hunt survey team participated in a public meeting in the city of McCook to provide local residents with information about the survey. NeSHPO and Mead & Hunt staff encouraged residents to share information on

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local history and about sites that may gain significance for their association to historic events, or that were not visible from the public right-of-way.

Field Survey

During the field survey, architectural historians from Mead & Hunt drove all known public roads and streets to identify properties with historic and architectural significance. Properties that are included in the survey met the evaluation considerations outlined in the *NeHBS Manual* (July 9, 1997). Generally, the NeHBS uses the National Park Service guidelines, which state that a property must:

- Be at least 50 years old — Following NeHBS guidelines, Mead & Hunt included properties that fell a few years outside the 50-year mark if they were significant or unusual property types.
- Be in its original location — Generally, historical associations are absent when a property is moved from its original location, which reduces the property's ability to convey its significance.
- Retain its physical integrity — For a property to retain physical integrity, its present appearance must closely resemble its original appearance. Common alterations to buildings include the replacement of original materials with modern ones (such as new windows or porches), the construction of additions, and the installation of modern siding materials. Properties that display too many physical changes were excluded from the survey. Because urban residences are the most common resources within a building survey, we evaluated them using a strict integrity standard.

Following NeHBS guidelines, Mead & Hunt considered historic changes in siding materials. Historic siding materials include asphalt shingles and sheet rolls, and asbestos shingles that have been applied during the historic period of the property or more than 50 years ago. Generally, asphalt siding material was used prior to World War II and asbestos siding was popularized after World War II. Historic replacement siding on vernacular buildings (buildings with no distinctive architectural

style) was found to be acceptable to qualify for inclusion in the survey if the building displayed no other alterations. However, properties that had an identifiable style with historic siding were not surveyed because the addition of the replacement siding has a greater effect and diminishes the property's integrity. For more information on historic siding material, see *Glossary of Architectural Styles and Survey Terms*.

Generally, the survey team evaluated farmsteads, ranches, and complexes of agricultural buildings and structures as a whole. If the primary building(s) of the farmstead, ranch, or complex did not retain integrity, the associated buildings were not included in the survey. However, the survey team did make exceptions for outbuildings or structures that held significance collectively or individually, even if the residence, main barn, or outbuilding did not retain sufficient integrity to qualify the entire collection of buildings. The survey included abandoned properties that pre-date 1900, represent a rare or unusual property type, or exhibited regional construction methods or materials such as sod, stone, or log.

Mead & Hunt evaluated commercial buildings individually and as potential contributing components of a commercial historic district. In accordance with NeHBS guidelines, we acknowledged that the first-floor storefronts of multi-story commercial buildings are often modernized. An altered first-floor storefront alone did not eliminate a building from the survey. If a commercial building retained historic wall surfaces, cornices, and second-level window openings, it was generally included in the survey. Mead & Hunt closely evaluated concentrations of commercial buildings within Red Willow County communities to determine the potential for a historic commercial district.

Mead & Hunt personnel documented properties according to the NeHBS manual's procedures and requirements. Architectural historians from Mead & Hunt recorded information gathered in the field into the NeHBS electronic database. Photographic documentation included two black-and-white photographs for each newly surveyed property, and color and

digital pictures of potentially eligible properties and representative properties in Red Willow County. During the evaluation, the survey team related properties to historic contexts and property types developed by the NeSHPO and outlined in the NeHBS manual, and recorded all surveyed property locations on a U.S. Geological Survey, county road, and/or city map and in the electronic database. All surveyed properties were evaluated for potential eligibility according to the National Register criteria listed below.

Additionally, as part of the 2001 NeHBS of Red Willow County, Mead & Hunt conducted an intensive-level survey of portions of the historic commercial area in the city of McCook. Architectural historians researched the history and development of greater McCook and identified historic themes in the city's commercial and industrial development. Mead & Hunt then identified properties related to these themes and documented the resources according to NeHBS manual procedures. For discussion of results and recommendations of the intensive-level survey, see *Chapter 4. McCook Commercial and Industrial Development*.

Limitations and biases of the survey

Architectural historians evaluated only those properties and resources identifiable from the public right-of-way and not obscured by foliage or other obstructions. The survey team made all possible attempts to view and assess these properties. Many agricultural properties in Red Willow County are setback from the public right-of-way a great distance, precluding these resources from the survey.

National Register of Historic Places

The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture. A property can be significant at the local, state, or national level. To qualify as eligible for the National Register, properties generally must be at least 50 years old and possess historic significance and physical integrity.

To be listed in the National Register, a property's significance must be demonstrated by one or more of the following criteria established by the National Park Service:

- Criterion A – Association with events or activities that have made a significant contribution to the broad patterns of our history.
- Criterion B – Association with the lives of persons significant in our past.
- Criterion C – Association with the distinctive characteristics of a type, period, or method of construction, or that represents the work of a master, or that possesses high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D – Potential to provide important information about prehistory or history.

Generally, cemeteries, birthplaces, grave sites, properties, moved buildings, reconstructed properties, commemorative properties, and properties that have achieved significance within the last 50 years are considered ineligible for listing in the National Register. However, they may qualify if they fall into one of the following categories:

- Religious properties deriving significance from architectural or artistic distinction or historical importance.
- Moved properties that are significant for architectural value.
- Birthplaces or gravesites if there is no other appropriate site directly associated with a significant person's public life.
- Cemeteries that derive primary significance from graves of person's of transcendent importance, from age, or distinctive design features.
- Reconstructed buildings when built in a suitable environment.

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- Commemorative properties with significant design, age, tradition, or symbolic value.

- Properties less than 50 years old that are of exceptional importance.

Important in the determination of eligibility of a property is integrity. Integrity is defined as the ability of a property to convey its significance. A property's integrity must be evident through historic qualities, including:

- Location
- Design
- Setting
- Materials
- Workmanship
- Feeling
- Association

The *Glossary of Architectural Styles and Survey Terms* further defines the seven elements of integrity.

This report highlights the results of the survey conducted during the fall of 2001, including recommendations for potential National Register eligibility and listing. Products submitted to NSHS include the survey report, black-and-white photograph contact sheets, negatives, color slides and digital images, maps, an electronic database of the surveyed properties, and research files.

Survey Results

The 2001 NeHBS of Red Willow County evaluated 627 properties. The survey team evaluated approximately 507 previously

identified properties in the NeHBS, including six properties listed in the National Register. Mead & Hunt did not resurvey 301 previously identified properties that exhibited poor integrity or were nonextant. In total, the survey team identified and documented 326 historic properties, including 120 new properties and 206 previously identified properties meeting NeHBS guidelines for historic integrity (see *Table 1. Numerical Summary of 2001 Reconnaissance Survey Results*).

The previous countywide NeHBS of Red Willow County occurred in 1984. The results of the 2001 NeHBS revealed that over the last 17 years almost 25% of previously surveyed properties were no longer standing. Other properties exhibited additions or alterations that diminished their historic integrity.

Illustrated Discussion of Significant Historic Contexts

The survey team identified properties that relate to historic contexts outlined by the NeSHPO in the *NeHBS Manual (July 9, 1997)*. Each historic context contains distinct property types and details the history of a particular theme as related to the state of Nebraska. In the survey area, we identified nine significant historic contexts that related to a number of associated properties included in the survey results and properties recommended as eligible for the National Register. The following discussion presents each of the historic contexts through an illustration of related properties identified in the reconnaissance survey. A list of potentially eligible properties listed by context can be found in *Chapter 5. Recommendations*.

Table 1. Numerical Summary of 2001 Reconnaissance Survey Results

Total number of historic properties evaluated	627
Previously identified historic properties	507
Previously identified historic properties that lost historic integrity or nonextant	301
Previously identified historic properties with historic integrity	206
Newly identified properties with historic integrity	120
Total number of properties identified and documented in 2001 NeHBS	326

Agriculture

The agriculture context combines property types related to food production, including crops and livestock. Within Red Willow County, the survey primarily identified farmsteads and ranches associated with this theme. Historic resources found on farmsteads and ranches typically include a main house flanked by barns and smaller outbuildings, grain bins, machine sheds, garages, chicken coops, and windmills. The barn located on a farmstead (RW06-015) on the outskirts of Marion along State Highway 89 is an example of an agricultural property. However, with the introduction of modern farming practices, modern outbuildings and utility buildings are often constructed of metal and were commonly found in agricultural complexes. Many of the ranches in Red Willow County are located a considerable distance from the public right-of-way which hindered the ability to survey and evaluate these resources.



Concrete block gable roof barn located in Marion, RW06-015

Commerce

The historic context of commerce is concerned with the buying and selling of commodities, which are transported from one place to another. Associated property types include various types of stores providing products or services. Historic commercial buildings are commonly one- and two-story in height, and constructed of brick. Commercial properties are often located along the central business district, usually on and surrounding the community's main street. Commercial buildings frequently display a vernacular form referred to as the Commercial Vernacular style.

Commercial Vernacular often includes elements of architectural styles such as Italianate and Neoclassical Revival.

Grain elevators are commonly found in rural areas and small towns, often along railroad tracks, and are included under the historic theme of Commerce.

The Vogue Building (RW05-002) located at the corner of Norris and B Streets in McCook is an example of a three-story Commercial Vernacular building.



Vogue Building in McCook, RW05-002

As part of the survey of Red Willow County, an intensive-level survey was conducted for the historic commercial area in the city of McCook. For further discussion of commercial development and properties included in the intensive-level survey, see *Chapter 4. McCook Commercial and Industrial Development*.

Diversion

The theme of diversion relates to those activities designed to relax and amuse people such as recreational and entertainment properties. Associated property types identified in the reconnaissance survey include public entertainment facilities such as the Fox Theater (RW05-012) located along Norris Avenue in McCook.

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Fox Theater located along Norris Avenue in McCook, RW05-012



District No. 27 Schoolhouse located near Indianola, RW00-065

Education

The education context relates to the processes of teaching and learning. The reconnaissance survey identified public schools as related property types. Schools were typically one story, frame or brick buildings. Rural schools were simple frame front gable roof buildings with few architectural details. Examples of educational buildings documented during the survey include the Lebanon school building (RW04-026) and District 27 Schoolhouse (RW00-065) located near Indianola.

Government

The historic context of government pertains to properties that relate to the act or process of governing at the federal, state, or local level. The Red Willow County Courthouse (RW05-016, listed in the National Register) in McCook, and the McCook Carnegie Library (RW05-155, listed in the National Register) are examples of government related properties.



Lebanon School located on Center Street in Lebanon, RW04-026



Red Willow County Courthouse located along Norris Street in McCook, RW05-016, listed in the National Register



Carnegie Library located along Norris Avenue in McCook, RW05-155, listed in the National Register

Religion

The historic context of religion relates to the institutionalized belief in, and practices of, faith. Related property types identified during the reconnaissance survey include churches, cemeteries, and clergy residences. The churches identified in the survey were typically of frame or brick construction and demonstrate elements of the Neo-Gothic, or Gothic Revival, style or were vernacular in form. Generally, religious properties are not eligible for inclusion in the National Register unless the property derives its primary significance from architectural distinction or historical importance. An example of a religious property recorded in the reconnaissance survey is St. Alban's Church (RW05-039).



St. Alban's Church at corner of West First and F Streets in McCook, RW05-039

Services

The theme of services relates to properties that contain support facilities for an area, such as banking, public utilities, health care, and volunteer and charitable organizations. Related properties identified in the reconnaissance survey include the First National Bank building (RW05-004) located along Norris Avenue in McCook.



First National Bank located along Norris Avenue in McCook, RW05-004, recommended as potentially eligible for listing in the National Register

Settlement/Architecture

The historic context of settlement pertains to the division, acquisition, and ownership of land. Houses are the primary property type associated with settlement in the survey area and represent the largest pool of buildings surveyed. Vernacular forms with some high-style architectural characteristics generally represent the residential properties within the survey area. For definitions of architectural styles and terms, please refer to *Glossary of Architectural Styles and Survey Terms*.

Vernacular forms – consist of functional, often simplistic, buildings or structures. Vernacular buildings do not exhibit high-style architecture in their design and are most often designed and constructed by local builders, not by trained architects.

- The front gable is one of the most common forms identified in the survey and generally consists of a one- to two-story houses with the roof gable on the front facade.

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•Side gable houses were also commonly one- to two-stories with few architectural details.

An example of a side gable house in the survey is the house (RW03-089) located along G Street in Indianola.



Side gable house in Indianola, RW03-089

Examples of front and side gable houses were found throughout the survey area functioning as farmhouses and residences in communities. These houses commonly have a symmetrical fenestration pattern with modest architectural details. Most commonly displayed details include dormers and bay windows. Together, these forms represent much of the rural housing constructed by the ranch and farming community during the late nineteenth and early twentieth centuries.

•Foursquares generally have heavy massing and include two stories with a square plan and a hip roof. Four-squares are commonly constructed of brick, clapboard, stucco, or concrete block. Large urban residences and farmhouses often use this form beginning in the 1910s. An example of a foursquare included in the survey is a house (RW05-236) located along East Fourth Street in McCook.

Architectural Styles

Houses frequently exhibit a vernacular form with a mixture of elements borrowed from high-style architecture. Uses of architectural styles featured in Red Willow County include:



Example of foursquare house, located along East Fourth Street in McCook, RW05-236

•Queen Anne houses date from the late nineteenth and early twentieth centuries and display frame construction with irregular form. Details including decorative shingle work, porches with scroll work and spindles, turrets, and a variety of wall materials. An example of a Queen Anne style house (RW05-134) is found in McCook located along East Second Street, and along Nebraska Street in Bartley (RW01-018).



Example of Queen Anne house along East Second Street in McCook, RW05-134

•Craftsman and Craftsman-style bungalows dating from the early twentieth century. Houses constructed in this manner commonly exhibit steeply pitched or sweeping gable roofs with exposed rafters, one-and-one-half stories, and brick or stucco exterior. This form was a common building style during the 1920s and 1930s in both rural and urban houses. Examples include a Craftsman-style Bungalow (RW01-017) at the corner of Warren and Walnut Streets in Bartley.



Queen Anne house located along Nebraska Street in Bartley, RW01-018



Example of Craftsman Bungalow in Bartley, RW01-017

•Tudor Revival characteristics, dating from the latter-half of the mid-twentieth century, include half-timbering, multi-gabled rooflines, decorative chimneys, and windows subdivided by a multitude of mullions. Residential buildings typically display balloon frame construction with a stucco or brick veneer.



Tudor Revival house located along East First Street in McCook, RW05-242, recommended as potentially eligible for listing in the National Register

Transportation

Transportation relates to the carrying, moving, or conveying of material and people from one place to another. Examples of associated property types include trails, roads, gas stations, bridges, railroad stations and depots, and airport terminals. An example of a transportation related property is the McCook Railroad Depot (RW05-086).



McCook Railroad Depot, RW05-086, recommended as potentially eligible for listing in the National Register

In the early 1910s the automobile began to play an increasingly important role in society. The Omaha-Lincoln-Denver Highway, later named the Detroit-Lincoln-Denver Highway (DLD), formed a portion of one of America's early transcontinental highways. Established in May of 1911, the DLD opened communities along the route to increased tourism and trade. In Red Willow County, the highway roughly followed the present route of State Highway 6 and connected Bartley, Indianola, McCook, and Red Willow to adjacent communities (for more information on the DLD, see *Chapter 2. Historic Overview*).

During 2001-2002 Mead & Hunt conducted a statewide survey of Nebraska's historic highways for the NeSHPO. The survey included the DLD in Red Willow County. For information on the history of highway development, the properties surveyed, or recommended for potential listing in the National Register along the DLD, contact the NeSHPO.

Chapter 3. Survey Results

Numerical Summary of Survey Results

Table 2. Numerical Summary of 2001 Reconnaissance Survey by Historic Context

Historic Context	Properties Surveyed
Agriculture (including farmsteads and rural residences)	55
Association	2
Commerce	62
Diversion	4
Communications	2
Education	15
Government	7
Religious	26
Services	5
Settlement	130
Transportation	18
Total	326

Table 3. Numerical Summary of 2001 Reconnaissance Survey by Location

Location	Properties Surveyed
Bartley	19
Danbury	14
Indianola	35
Lebanon	14
McCook	157
Marion	3
Rural	84
Total	326

Chapter 4

McCook Commercial and Industrial Development

Introduction

As part of the Red Willow County reconnaissance survey, an intensive-level survey of the downtown commercial area of McCook was undertaken. The McCook commercial area encompasses 14 blocks forming a polygonal shape. The boundaries of the survey area include the Burlington Northern railroad fronting A Street on the south. The western boundary is West First Street. F and C Streets form the northern boundaries, while East First and Third Streets form the eastern border (see *Figure 2. City of McCook Commercial Survey Area*). Within the survey area, the highest concentration of commercial buildings occurs along Norris Avenue between A and F Streets and along B Street between W. First Street and E. Third Street.

This chapter provides an in-depth historical and architectural analysis of the historic commercial and industrial resources identified within the historic commercial area in the city of McCook, as outlined above. When possible, references to specific buildings and structures within the intensive-level survey area included in the 2001-2002 Nebraska Historic Buildings Survey (NeHBS) of Red Willow County are provided, followed by their NeHBS site number. The chapter ends with recommendations for properties potentially eligible for the National Register of Historic Places (National Register) within the intensive survey area.

Transportation: The Influence of the Railroad and State Highways

Originally named Fairview, the community that became McCook was settled by William Colbin in the spring of 1877. In 1882 the settlement was chosen as the location of the division point of the Burlington & Missouri River Railroad (B&M) between Omaha and Denver. The division point consisted of a location where a portion of the rail line continued west from Omaha to Denver, while a separate line diverged to the north. As a division point, McCook developed into a regional service hub for the railroad and a regional commercial and shipping center for the county and southwestern Nebraska.¹

After the railroad chose McCook as the division point of its lines, the Lincoln Land Company, an affiliate of the B&M, purchased land comprising parts of present-day McCook. Platted on 140 acres in 1882, the new town was named McCook after Civil War veteran Brigadier General Alexander McDowell McCook. McCook grew rapidly during this period. This growth went hand-in-hand with the success of the railroad, which erected a large depot and a roundhouse in McCook.²

Chapter 4. McCook Commercial and Industrial Development

McCook's population exploded after the establishment of the railroad division point. In 1884, just two years after the town's founding, the population reached 1,177 and businesses began operations to serve the increased population. McCook became a city in 1886. The growing city received another boost in 1888 when B&M chose to locate its machine shops in McCook. By 1888 the population was 3,000.³



Historic view of Norris Avenue looking toward the railroad, c. 1883 (PHS-MHP)

With the railroad division point established and the construction of the machine shops planned, new residential areas developed in McCook to support the burgeoning population. Stern's Addition, Brown's Park Addition, H.C. Rider's Addition, and Egan Park Addition were platted on the west and south sides of town, which increased the area of McCook to 1,000 acres. By 1890 the city boasted 4,000 residents, a municipal water system, a power company, the McCook Electric Light and Power Company, four banks, two opera houses, and several hotels. McCook's rise to prominence in the county is probably best illustrated by the transfer of the county seat from Indianola to McCook in 1896.⁴

The B&M Railroad yards along A Street provided area farmers and ranchers with a shipping point for agricultural goods produced in surrounding Red Willow County. McCook's economy historically has had strong ties to the agricultural production of the county, which included grain crops and cattle ranching. Stockyards and grain elevators are typical resources associated with processing agricultural goods. These resource types fall under the

NeHBS historic contexts of commerce and the processing industry; however, none were identified within the intensive-level survey area.

McCook also benefited from the routes of three major highways passing through town. By the 1920s the Detroit-Lincoln-Denver (DLD) current SH 6, the Golden Rod Highway (current SH 34), and the Harding Highway (current SH 6) provided north-south and east-west routes through the city. Over time the highways shifted the commercial areas outside the boundaries of the historic core commercial area and strips of automobile-related services, including gas stations, diners, and motels developed.⁵

Commercial Development

The commercial core of McCook developed during the late nineteenth and early twentieth century, and extended north from the tracks along Norris Avenue, spreading east and west along B Street, while industrial development remained clustered in the area immediately adjacent to the railroad tracks. The commercial area expanded rapidly during the early years of McCook's development due to the activities associated with the railroad. Many of the businesses historically located in the commercial area catered to the traveling public. Several hotels served railroad travelers and automobile tourists, while other businesses offered goods and services needed by local residents.



Historic view of Norris Avenue, c. 1900 (PHS-MHP)

Chapter 4. McCook Commercial and Industrial Development



Gazette Building and the 400 block of Norris Avenue in McCook, c. 1910 (PHS-MHP)

The Commercial Hotel (c. 1885, nonextant) stood at 301 Norris Avenue and the National Hotel (c. 1900, nonextant) at the corner of First Street East and B Street. By 1890 Norris Avenue showed evidence of growth with three banks and a wide variety of services, including jewelers, lawyers, cobblers, meat markets, furniture stores, barbers, bakers, grocers, realtors, candy stores, laundry, and livery stables. Many of these original pre-1900 commercial buildings lining Norris Avenue were one- or two-story frame structures with boomtown fronts. These frame buildings began to be replaced with masonry buildings near the beginning of the twentieth century.⁶

By the early twentieth century, the city's continued expansion warranted the construction of a public library. Andrew Carnegie provided funds for a library in 1905, and McCook's Carnegie Library (RW05-155, listed in the National Register in 1985) was dedicated in 1908. By 1910 much of the commercial district buildings had been replaced with brick or stone construction to reduce the threat of fire. McCook's Post Office (RW05-154) was constructed between 1915 and 1916, shortly after the library. Movie houses such as the 1926 Fox Theater (RW05-012) opened on Norris Avenue. Civic and cultural improvements continued in McCook during the first two decades of the twentieth century, with the construction of the Red Willow County Courthouse (RW05-016, listed in the National Register in 1990) between 1926-27. Large hotels such as the Keystone Hotel (RW05-011, listed in the

McCook Street Names

On July 17, 1908, the McCook City Council adopted Ordinance 181, which approved name changes for McCook's city streets. Prior to this date, streets that ran east-west had been given names beginning with a "D" and north-south streets displayed names beginning with an "M". East-west streets now bear letters while north-south streets are numbered. The only street in the city that was not renamed at the time was Main Street, which later became Norris Avenue after the death of Nebraska Senator George Norris in 1944. No reason was given in Council meeting minutes for the name change, but it may have occurred in advance of the post office's implementation of the free city delivery system.

— "Names of Streets Changed in 1908," *McCook Daily Gazette*, Centennial Edition, 1882-1982, n.p.

National Register in 2001) were also constructed in the early decades of the twentieth century. During this period, commercial activity centered on Norris Avenue between A and F Streets, with additional businesses such as the former Vogue Department Store (RW05-002) contributing to retail activity on B Street. B Street carries three state highways and as the former route of the DLD Highway, contained several auto-related services and businesses within the survey area.⁷



Keystone Hotel constructed in 1922, RW05-011, listed in the National Register in 2001

Chapter 4. McCook Commercial and Industrial Development



View of McCook commercial area along Norris Avenue

The Depression of the 1930s affected commercial development in McCook, as it did most other communities across the country. Environmental factors combined to magnify the effects of the Depression in McCook. A tornado swept through McCook in 1928, destroying more than 100 homes and damaging many others. The 1935 Republican River flood swept away the city's power plant, delivering another economic blow to the city. Times were hard for everyone in McCook during this period. Some relief was found in the public works programs put in place during the Depression, however. The government funded the construction of a system of dams and reservoirs during the 1930s, which provided employment to area residents. Local businesses reaped additional profits after the completion of the reservoirs as greater numbers of tourists arrived in the area to take advantage of the recreational opportunities offered by the system of lakes.⁸

The onset of World War II helped spark McCook's economic recovery. The government's decision to locate an army air base approximately 8 miles northwest of McCook, brought a surge of newcomers to the area. The air base brought job opportunities and commercial opportunities, as well as an increase in residents and housing needs.⁹

After the end of the Depression, McCook's commercial area benefited from the needs of air base personnel, tourism along the DLD, and the commercial and shipping opportunities that came with its location along the transconti-

ental route. The commercial district remained vibrant through World War II and into the 1960s, helped during wartime by the increased demand for products and services generated by the establishment of the McCook Army Air Field. The air field closed after the war ended, but the discovery in 1956 of oil nearby helped McCook maintain continued prosperity. Since World War II McCook's population has remained steady at about 8,400.¹⁰

During 2001-2002 Mead & Hunt conducted a statewide survey of Nebraska's historic highways for the NeSHPO. The survey including the DLD in Red Willow County. For information on the history of highway development, the properties surveyed, or recommended for potential listing in the National Register along the DLD, contact the NeSHPO.



View of McCook commercial area along Norris Avenue

At the end of the twentieth century, McCook maintained a strong commercial base. McCook continues to serve as the county seat of government, which has contributed to the city's economic stability. McCook serves as a regional distribution center, a role originally tied to its location at a railroad hub and now supported by the highways that pass through McCook. The city is also home to a number of agricultural businesses.¹¹

Chapter 4. McCook Commercial and Industrial Development

Industrial and Manufacturing Development

As McCook developed into a regional shipping center, local industries opened along A Street (then Railroad Avenue) near the rail line. Remnants of these early industries are seen in a few surviving late nineteenth- and early twentieth-century industrial warehouse buildings (RW05-066) adjacent to the B&M. The Chicago Lumberyard began operating in McCook in 1882. Later the company became the Barnett Lumber Company under A. Barnett, a McCook businessman and philanthropist. The first carload of lumber was delivered in the summer of 1882, and was used for the construction of some of the new town's first buildings. Barnett was also a partner in the McCook Cement and Stone Company, which helped to pave the city's streets.¹²

In 1887 B&M announced the company would locate machine shops and a roundhouse (nonextant) in McCook. The location of a roundhouse in McCook meant that the city would now serve as a regional maintenance center as well as a transfer center. This announcement dramatically increased the rate of growth in McCook. The machine shop stood two stories high and measured 285 feet long and 125 feet wide. Other buildings constructed as part of the railroad machine shop complex included a 200-foot-long iron building, a blacksmith shop, and a storehouse. Before the completion of the machine shop complex, the B&M employed 40 train crews and had an annual payroll of \$200,000.¹³



McCook promotional brochure, c. 1925 (PHS-MHP)

Other industries that emerged in McCook at the end of the nineteenth century included two cigar factories, both in operation by 1887. J.H. Oswalt's enterprise operated in the Bede Building on Norris Avenue, while the Everhardt & Hart factory was housed in the Probst Building on B Street.¹⁴

After the B&M machine shops were completed in the early 1890s, railroad representatives predicted the work force would exceed 500 men, with a payroll of \$500,000. Industrial activity in McCook centered on the B&M roundhouse and machine shops from the end of the nineteenth century through the first few decades of the twentieth century. The roundhouse was enlarged in 1902 and again in 1922. Until the late 1920s, approximately 75 percent of the workforce in McCook earned their living from the railroad.¹⁵

After the 1930s, the railroad industry in McCook entered a decline. The reduction in rail-related activity was based predominately on two factors. First, the adoption of diesel engines, which required less space and maintenance, reduced the need for maintenance stalls at the roundhouse. Second, competition from truck traffic and the increased popularity of the personal automobile reduced the railroad's role during the second half of the twentieth century. A general decline in railroad-related industry and employment ensued, resulting in a shift of the pattern of industry in the city.¹⁶

During the Depression, few new industries were begun. In McCook, two broom factories started during the Depression. The Askey Broom Factory was located on East B Street and a second factory was operated in various locations by Lawrence Wasia.¹⁷

Industry and manufacturing in McCook revived during the 1960s, when the city attracted businesses that produced agricultural chemicals, veterinary supplies, orthotic shoes, and rubber hoses. Today, Red Willow County retains a strong community of manufacturers and employees. Presently, most of the industrial activity occurs along the edges of the city, outside of the historic industrial area of the McCook intensive survey.¹⁸

Chapter 4. McCook Commercial and Industrial Development

Architectural Character

Historically, a variety of businesses, industries, government buildings, and social groups occupied the buildings in the commercial area that is the subject of this study, creating a mix of building types and architectural styles. The intensive survey area includes industrial, commercial and office buildings north of the railroad. Industrial buildings center around the railroad; while commercial, professional, and government buildings stretch north along Norris Avenue. The buildings range from one- to three-stories in height and date from the late nineteenth to the mid-twentieth century.

The architectural styles found in McCook's commercial buildings evolved as tastes changed, and the area consequently displays styles ranging from the Gothic Revival, Italianate, Richardsonian Romanesque, Neoclassical Revival, Craftsman, Mediterranean Revival, and Commercial Vernacular. The following photographs highlight individual buildings within the commercial area that represent these various architectural styles.

- Burlington Northern Depot (RW05-086) located along the railroad tracks at Norris Avenue. This building includes elements of the Gothic Revival style.

- Aishel Building (RW05-008) located along the 300 block of Norris Avenue. The Aishel Building is an example of the Italianate style applied to a commercial property.

- Philips Meeker Building (RW05-009) located at 316 Norris Avenue. This building, with its arched entryway, and heavy massing represents the Romanesque style architecture.

- First National Bank (RW05-004) located along the 300 block of Norris Avenue. This bank building exhibits details in the Neoclassical Revival style.

- County Jail and Sheriff Office Building (RW05-085) located at 105 West E Street. Influences of the Craftsman style of architecture are evident on the horizontal elements of this building.

- Carnegie Library (RW05-155) located at 423 Norris Avenue. Shows the use of Mediterranean Revival style architecture applied to a public building.

Nebraska Power Building (RW05-013) located on the west side of Norris Avenue between D and E Streets. The modest details of this building and its functional form are an example of the Commercial Vernacular.

The commercial vernacular style is the most prominent style throughout the intensive survey area. Commercial vernacular buildings are typically one- and two-story brick structures with limited architectural details. The commercial area continued to evolve through the transition from frame to brick buildings. Continuing changes to the area include the remodeling of building facades, the demolition of historic buildings, and the introduction of new buildings.

Many of the main facades, on both the storefront and the second level of buildings in McCook's commercial area, have undergone "facelifts" to modernize their appearance. Although these facelifts alter the historic appearance of the buildings, they can achieve significance in their own right by demonstrating the use of current architectural styles to "modernize" the store's appearance and attract customers. Unfortunately, alterations within the last 50 years often significantly diminish a building's historic integrity. Because buildings less than 50 years old are generally not eligible for the National Register, alterations and additions made within this time period diminish the building's historic integrity.

Recommendations

As part of the NeHBS of Red Willow County, the commercial area of the city of McCook was evaluated to determine its potential eligibility as a National Register Historic District. The McCook commercial area encompasses approximately 14 blocks. In consultation with the NeSHPO, the boundaries selected encompass the historic concentration of commercial development in the city of McCook.

Chapter 4. McCook Commercial and Industrial Development

Buildings within the McCook commercial area were evaluated in order to determine the collective historic and architectural significance of these resources. The commercial area was evaluated by applying National Register-*Criterion A* to assess the area's role in the commercial development of Red Willow County and the city of McCook, and under *Criterion C* as a representative example of a commercial district showing a transition of architectural styles and construction methods (see *Chapter 4. Survey Results* for a discussion of National Register criteria and architectural styles).

The National Register states that for an area to qualify as a historic district it must “possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.” Collectively, the McCook commercial area has undergone numerous changes that diminish its visual continuity and historic character. The diminished visual continuity and historic character stems from modern construction, open space (e.g., newly constructed parking lots) and significant alterations to the extant historic buildings. These types of changes detract from the historic integrity of the streetscape and are especially evident at locations where modern commercial buildings interrupt the streetscape. Locations where prominent corner buildings have sustained significant alterations also diminish the integrity of the McCook commercial area.

Alterations made to main facades within the commercial area include the addition of modern facades at the storefront and upper levels, altered window openings, removal of architectural details, and the addition of modern decorative features. Changes at the storefront level on multi-level buildings are not considered to significantly diminish a building's architectural integrity because these are common alterations, often completed as part of appearing as a “modern” business. However, significant changes to both the storefront and the upper stories can alter the building's historic appearance, making it unrecognizable as a historic building.

Altered facades and new construction diminish the historic integrity and character of McCook's commercial area. In order to qualify as a historic district eligible for the National Register, an area must retain a significant concentration and continuity of historic buildings. Given the extent of the changes to the McCook commercial area, it is recommended that the area does not retain the significant linkage and continuity of historic buildings necessary for listing in the National Register.

The historic commercial area outlined served the needs of the city of McCook, Red Willow County, and a portion of southwestern Nebraska. The survey area represents a significant part of the history of commerce and commercial development in Red Willow County and Nebraska. As such, the commercial survey area possesses the necessary historic significance to qualify it for the National Register. Once qualified, a property must also possess the physical features and retain a sufficient level of integrity to convey the aspect of history with which it is associated – in this case commerce.

The significance of a property is determined by evaluating it within its historic context. Historic contexts are patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning is made clear. Even though a property or proposed collection of properties may lack the physical integrity to convey its history, the properties may still remain historically significant.

Although the area does not retain the coherence and integrity required to be eligible for the National Register, the area could qualify for designation as a local landmark district under a local historic preservation ordinance or through the Nebraska Lied Main Street Program already established in McCook. Locally designated historic districts often do not need to retain as great a level of integrity as required by the National Register. A local designation can provide the property owners with tools to encourage tourism and increase business.

Chapter 4. McCook Commercial and Industrial Development

While the McCook commercial area does not qualify for listing in the National Register as an historic district, four buildings in McCook have already been listed in the National Register. As part of the survey findings, seven buildings within the area are recommended potentially eligible for the National Register. See *Table 4. Results of Commercial Intensive Survey*, for list of properties within commercial area recommended as potentially eligible for listing in the National Register.

These late nineteenth- and early twentieth-century buildings represent the historic contexts of commerce, industry, and government within the intensive survey area in McCook. The buildings are recommended as potentially eligible for the National Register as locally significant under Criterion C: Architecture, as good examples of architectural styles in Red Willow County.

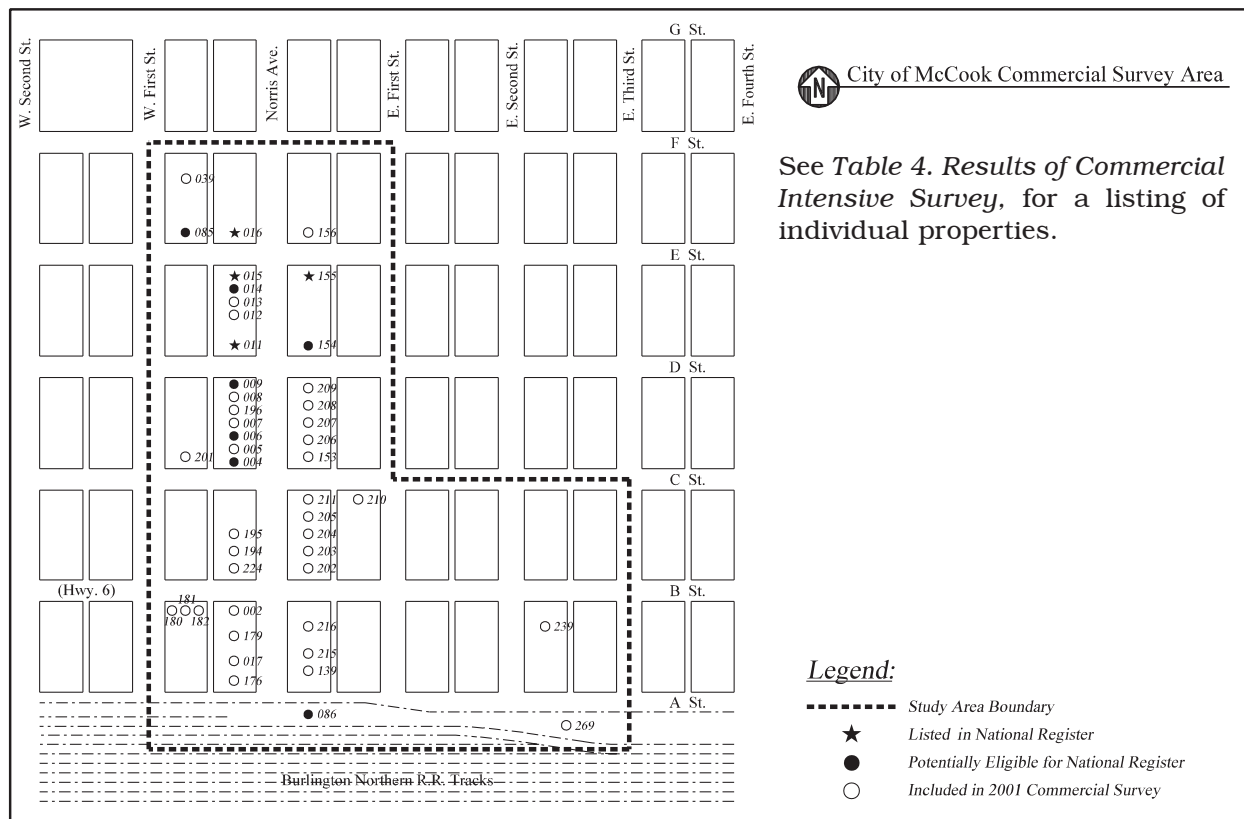


Figure 2. City of McCook Commercial Survey Area

Chapter 4. McCook Commercial and Industrial Development

Table 4. Results of Commercial Intensive Survey

NeHBS Site No.	Resource Name	Status
<i>National Register Listed Properties</i>		
RW05-011	Keystone Hotel*	Listed
RW05-016	Red Willow County Courthouse	Listed
RW05-015	Former YMCA Building	Listed
RW05-155	Carnegie Library/McCook Public Library	Listed
<i>Properties Recommended Potentially Eligible for the National Register</i>		
RW05-004	First National Bank Building	Potentially Eligible
RW05-006	Commercial Building	Potentially Eligible
RW05-009	Meeker/Phillips Building	Potentially Eligible
RW05-014	Gazette Building	Potentially Eligible
RW05-085	County Jail Annex/Sheriff's Office	Potentially Eligible
RW05-086	Burlington Northern Railroad Depot	Potentially Eligible
RW05-154	U.S. Post Office	Potentially Eligible
<i>Other Properties included in 2001 Commercial Intensive Survey (listed by site number and resource name)</i>		
RW05-002	Vogue Building	RW05-196 Commercial Building
RW05-005	Commercial Building	RW05-201 Commercial Building
RW05-007	Moore and Reid Building	RW05-202 Commercial Building
RW05-008	Aishel Building	RW05-203 Commercial Building
RW05-012	Fox Theater	RW05-204 Commercial Building
RW05-013	Commercial Building	RW05-205 Commercial Building
RW05-017	Commercial Building	RW05-206 Commercial Building
RW05-039	St. Albans Church	RW05-207 Commercial Building
RW05-139	Commercial Building	RW05-208 Frank Koon Building
RW05-153	Former Garden Hotel*	RW05-209 Commercial Building
RW05-156	United Methodist Church	RW05-210 Commercial Building
RW05-176	Commercial Building	RW05-211 Willis Building
RW05-179	Commercial Building	RW05-214 Brick Streets
RW05-180	Commercial Building	RW05-215 Commercial Building
RW05-181	Commercial Building	RW05-216 Commercial Building
RW05-182	Commercial Building	RW05-224 Commercial Building
RW05-194	Commercial Building	RW05-239 Commercial Building
RW05-195	Commercial Building	RW05-269 Frenchman Valley Coop. Grain Elevator

* Also evaluated as part of the 2001-2002 Nebraska Historic Highways Survey.

Chapter 4. McCook Commercial and Industrial Development

Notes

¹A. T. Andreas, *History of the State of Nebraska* (Chicago, Ill.: Western Historical Company, 1882), 1299; Gene O. Morris, *Portraits of the Past: McCook's First One Hundred Years* (McCook, Nebr.: High Plains Historical Society, 1982), 105.

²Morris, 105; "McCook Named for General," *McCook Daily Gazette, Centennial Edition, 1882-1982*, n.p.; Andreas, 1299.

³"History of McCook, Nebraska," n.d., <<http://www.ci.mccook.ne.us/fhistory.htm>> (21 February 2002); Morris, 105.

⁴Morris, 105; *Nebraska State Gazetteer and Business Directory, Volume 7, 1890-1891* (Omaha, Nebr.: J.M. Wolfe & Co., 1890), 283; "Temple Personified Attitude," *McCook Daily Gazette, Centennial Edition, 1882-1982*; "County's Role Has Changed," *McCook Daily Gazette, Centennial Edition, 1882-1982*.

⁵*Goodrich Road Map of Nebraska* (n.p.: B.F. Goodrich Co., 1920).

⁶Morris, 155, 93; Linda Hein, "On Main Street...", 28 February 1997, <www.ci.mccook.ne.us/hein/0228.htm> (21 February 2002); "DeGroffs 100th Anniversary," *McCook Daily Gazette*, 19 September 1990, n.p.

⁷"DeGroff's 100th Anniversary"; Morris, 153.

⁸"History of McCook, Nebraska," n.p.

⁹A. T. Andreas, "Red Willow County," *History of the State of Nebraska*, 15 December 2001, <www.ukans.edu/carrie/kancoll/andreas_ne/redwillow/redwillow-p1.html> (19 July 2001).

¹⁰Andreas, "Red Willow County."

¹¹Morris, 153; "McCook-Red Willow County," *Consortium for the Application of Space Data to Education*, n.d., <<http://www.casde.unl.edu/history/counties/redwillow/mccook/mccook.htm>> (30 May 2001).

¹²"Barnett was known as 'The Builder,'" *McCook Daily Gazette, Centennial Edition 1882-1982*.

¹³Morris, 99, 105.

¹⁴Morris, 99.

¹⁵Morris, 99, 105.

¹⁶"Roundhouse was once hub of railyard," *McCook Daily Gazette*, 24 June 1991.

¹⁷Linda Hein, "McCook supported two broom factories," *McCook Daily Gazette*, 22 May 1997.

¹⁸"History of McCook, Nebraska."

Chapter 5

Recommendations

Individual Properties Potentially Eligible for the National Register of Historic Places

One purpose of the 2001 Nebraska Historic Building Survey (NeHBS) of Red Willow County is to identify properties potentially eligible for the National Register of Historic Places (National Register). National Register listing is an honorific status given to properties that possess historic or architectural significance at the local, state, or national level.

Seven buildings in Red Willow County are listed in the National Register:

- Norden Bombsight Vault, RW00-001.002, listed in 1993
- H.P. Sutton House, RW05-001, listed in 1978
- Keystone Hotel, RW05-011, listed in 2001
- McCook YMCA, RW05-015, listed in 2000
- Senator George W. Norris House, RW05-021, listed in 1967
- McCook Carnegie Library, RW05-155, listed in 1985
- Red Willow County Courthouse, RW05-016, listed in 1990

As a result of this survey, the survey team recommends 18 individual properties as potentially eligible for the National Register (see Table 5). These properties retain good integrity

and possess the characteristics and significance that may allow them to be listed in the National Register. Additional intensive-level research and review by the Nebraska State Historic Preservation Office (NeSPHO) is necessary before a final decision is made on eligibility or pursuing National Register listing.

Properties recommended as potentially eligible for listing in the National Register are listed under their primary NeHBS historic context below. For a discussion of historic contexts, see *Illustrated Discussion of Significant Historic Contexts* section in Chapter 3.

Agriculture



Bungalow farmhouse near Bartley, RW00-151

Chapter 5. Recommendations

Commerce



Commercial building along Norris Avenue in McCook, RW05-006

Communications



Telephone Company building located at corner of West First and D Streets in McCook, RW05-042

Diversion



Philip-Mecker Building located along Norris Avenue in McCook, RW05-009



Norris Park Bandstand located in Norris Park along G Street in McCook, RW05-125

Government



Gazette Building located along Norris Avenue in McCook, RW05-014



County Jailhouse/Sheriff's Office located along West E Street in McCook, RW05-085

Chapter 5. Recommendations

Settlement/Architecture



U.S. Post Office located at corner of Norris Avenue and D Street in McCook, RW05-154



Bungalow located at the corner of Warren and Walnut Streets in Bartley, RW01-017

Religion



St. Catherine's Catholic Church and Rectory located along D Street in Indianola, RW03-081, significant under Criterion C: Architecture, applying Criterion Consideration A for religious property owned by a religious institution



Queen Anne house located along Holborn Street in Danbury, RW02-025



Church building located at West Third Street in McCook, RW05-062, significant under Criterion C: Architecture, applying Criterion Consideration A for religious property owned by a religious institution



Craftsman house located along East First Street in McCook, RW05-129

Chapter 5. Recommendations



Craftsman house located along East First Street in McCook, RW05-124



Lustron house located along Norris Avenue in McCook, RW05-175

•Tudor Revival house located along East First Street in McCook, RW05-242. For picture of house see *Illustrated Discussion of Significant Historic Contexts* in Chapter 3.

Services

•First National Bank located along Norris Avenue in McCook, RW05-004. For picture of the First National Bank see *Illustrated Discussion of Significant Historic Contexts* in Chapter 3.

Transportation

•McCook Railroad Depot located along A Street in McCook, KW05-086. For picture of the McCook Railroad Depot see *Illustrated Discussion of Significant Historic Contexts* in Chapter 3.

The survey revealed no historic districts recommended as potentially eligible for the National Register within Red Willow County. The survey team carefully evaluated both urban and rural areas for concentrations of resources that collectively meet the NeHBS criteria for integrity, historic association, and historic architectural qualities to be considered a potential historic district. In particular, the historic commercial downtown of the city of McCook was intensively surveyed and evaluated for a potential historic district as part of the 2001 NeHBS of Red Willow County.

Future Survey and Research for Red Willow County

The 2001 NeHBS of Red Willow County identified historic topics and resource types that would benefit from further study. We recommend the following future research and survey activities to help interpret Red Willow County's unique history for local residents, the NSHS, and interested historians. Future survey and research should work to provide a clearer understanding of southwestern Nebraska history and its resources.

Community-level Preservation Activities

Red Willow County has a significant amount of historic preservation potential. The goal of historic preservation is to instill preservation as a shared and recognized community value and to encourage the consideration of the county's historic resources in future planning activities. The High Plains Historical Society and Museum of the High Plains are actively engaged in local history. The NSHS, together with the High Plains Historical Society and Museum of the High Plains and other local organizations focused on preservation, need to increase public awareness of preservation issues and sponsor local preservation initiatives. Examples of recommended activities include:

•Strengthening county and regional preservation by partnering with neighboring counties and communities on projects such as interpretive driving tours, oral histories, and other projects to heighten public awareness.

- Establishing locally designated landmarks and design guidelines.

- Listing properties in the National Register.

Additionally, Mead & Hunt identified two themes for possible future research within Red Willow County. Future research themes focus on significant historic developments that occurred in the county.

Thematic Study of the Prisoner of War Camp

Outside Indianola the U.S. Government operated a Prisoner of War Camp (RW00-043) beginning in 1942. Almost 2,000 German prisoners lived at this camp until the end of the World War II. The U.S. Department of the Interior continued to use the camp until 1954 before closing the facility. The buildings have since been torn down and little remains except for two brick smoke stacks. Although little of the built environment remains, this represents a significant historic theme, warranting further study through oral history.

Intensive-level Survey of Kelly Park in the City of McCook

The land on which Kelley Park is situated was deeded to McCook for use as a park in 1906. J.E. Kelley, the local land agent for the Lincoln Land Company, coordinated the effort to establish the park. A lake was constructed and trees planted in the park during the early 1930s as part of an early landscaping effort. During the Great Depression, with the assistance of the Works Progress Administration, the park began to look as it does today. The bath house, pool, picnic shelters, and Daughters of the American Revolution museum were constructed during these years. Steve Bolles, a local philanthropist, planted trees in the park in 1948.

The survey should include an analysis of other surviving Depression-era projects in McCook for comparative purposes. The park should be considered under *Criterion A: History* and *Criterion C: Landscape Architecture* for listing in the National Register.

Table 5. Individual Properties Recommended Potentially Eligible for the National Register of Historic Places

NeHBS Site Number	Resource Name	NeHBS Historic Context	National Register Area of Significance
RW00-151	Bungalow	Agriculture	Architecture
RW01-017	Bungalow	Settlement	Architecture
RW02-025	Queen Anne House	Settlement	Architecture
RW03-081	St. Catherine's Catholic Church and Rectory*	Religion	Architecture
RW05-004	First National Bank	Services	Architecture/Commerce
RW05-006	Commercial Building	Commerce	Architecture/Commerce
RW05-009	Philips-Mecker Building	Commerce	Architecture/Commerce
RW05-014	Gazette Building	Commerce	Architecture/Commerce
RW05-042	Telephone Building	Communications	Architecture
RW05-062	Church	Religion	Architecture
RW05-085	Office County Jailhouse/Sheriff's	Government	Government
RW05-086	McCook Railroad Depot	Transportation	Architecture/Transportation
RW05-124	Craftsman House	Settlement	Architecture
RW05-125	Norris Park Bandstand	Diversion	Entertainment
RW05-129	Craftsman House	Settlement	Architecture
RW05-154	U.S. Post Office	Government	Architecture
RW05-175	Lustron House	Settlement	Architecture
RW05-242	Tudor Revival House	Settlement	Architecture

* Applying Criterion Consideration A for a property owned by a religious institution.

List of Surveyed Properties

NeHBS No.	Property Name	Address	Vicinity
RW00-005	House	Rural	McCook
RW00-006	Barn	Rural	McCook
RW00-014	Farmstead	Rural	McCook
RW00-017	Barn	Rural	McCook
RW00-018	House	Rural	McCook
RW00-021	District 8 School	Rural	McCook
RW00-024	Farmstead	Rural	McCook
RW00-026	Trinity Lutheran Cemetery	Rural	Bartley
RW00-027	Abandoned House	Rural	Bartley
RW00-028	Former School	Rural	Lebanon
RW00-034	Farmstead	Rural	Bartley
RW00-035	Farmstead	Rural	Bartley
RW00-036	Abandoned Farmstead	Rural	Bartley
RW00-037	Farmstead	Rural	Bartley
RW00-038	Red Willow Consolidated School-Republican Valley Jr. High	Rural	McCook
RW00-040	Farmstead	Rural	McCook
RW00-043	P. O. W. Camp Remains	Rural	Indianola
RW00-044	Box Elder Cemetery	Rural	McCook
RW00-049	Laurel Dell Stock Farmstead	Rural	Indianola
RW00-050	Barn	Rural	McCook
RW00-051	Ash Creek Cemetery/ St. John's Cemetery	Rural	McCook
RW00-052	St. John's Evan. Lutheran Church	Rural	McCook
RW00-054	College Hill School (Abandoned)	Rural	McCook

List of Surveyed Properties

NeHBS No.	Property Name	Address	Vicinity
RW00-058	Farmstead	Rural	Indianola
RW00-059	Farmstead	Rural	Indianola
RW00-060	Outbuilding ruins	Rural	Indianola
RW00-065	District 27 Schoolhouse	Rural	Indianola
RW00-072	House	Rural	Danbury
RW00-074	Barn	Rural	Danbury
RW00-075	Farmhouse	Rural	Danbury
RW00-077	Farmstead	Rural	Marion
RW00-079	Barn	Rural	Marion
RW00-084	Farmstead	Rural	McCook
RW00-085	House	Rural	McCook
RW00-089	Barn	Rural	Danbury
RW00-105	House	Rural	Bartley
RW00-106	Farmstead	Rural	Bartley
RW00-107	Farmstead	Rural	Bartley
RW00-108	Farmstead	Rural	Bartley
RW00-109	Farmstead	Rural	Bartley
RW00-110	Farmstead	Rural	Bartley
RW00-111	Farmstead	Rural	Bartley
RW00-112	House	Rural	McCook
RW00-113	House	Rural	McCook
RW00-114	House	Rural	McCook
RW00-115	Abandoned Farmstead	Rural	McCook
RW00-116	Abandoned House	Rural	Marion
RW00-117	Railroad Bridge	Rural	Danbury
RW00-118	Railroad Bridge	Rural	Danbury
RW00-119	Abandoned Farmstead	Rural	Lebanon
RW00-120	Farmstead	Rural	Lebanon
RW00-121	House	Rural	Lebanon
RW00-122	House	Rural	Lebanon
RW00-125	Danbury-Marion Cemetery	Rural	Marion
RW00-126	House	Rural	Marion
RW00-127	Farmstead	Rural	Marion
RW00-128	Farmstead	Rural	McCook
RW00-129	Farmstead	Rural	McCook
RW00-130	Bridge	Rural	McCook
RW00-131	Driftwood West Canal	Rural	McCook
RW00-132	Silo Structure	Rural	McCook
RW00-133	Cemetery	Rural	McCook
RW00-134	House	Rural	McCook
RW00-135	Bridge	Rural	McCook

List of Surveyed Properties

NeHBS No.	Property Name	Address	Vicinity
RW00-137	Farmstead	Rural	McCook
RW00-138	Farmstead	Rural	Danbury
RW00-139	Barn	Rural	Danbury
RW00-141	Abandoned House	Rural	Indianola
RW00-142	House	Rural	Indianola
RW00-143	School	Rural	Indianola
RW00-146	House	Rural	McCook
RW00-147	Cemetery	Rural	McCook
RW00-148	Barn	Rural	McCook
RW00-149	Farmstead	Rural	McCook
RW00-150	Abandoned House	Rural	Bartley
RW00-151	Farmstead	Rural	Bartley
RW00-152	Farmstead	Rural	Bartley
RW00-153	Dry Creek Cemetery	Rural	Bartley
RW00-154	Cemetery	Rural	Bartley
RW00-155	Farmstead	Rural	Bartley
RW00-156	House	Rural	Bartley
RW00-157	Farmstead	Rural	Bartley
RW00-158	House	Rural	Bartley
RW00-159	DLD Highway	Red Willow County	Bartley
NeHBS No.	Property Name	Address	

Bartley

RW01-002	State Bank of Bartley	NW corner Commercial St. and Ash St.
RW01-006	Kemper Memorial United Methodist Church	NW corner Commercial St. and Elm St.
RW01-009	School District 20 Schoolhouse	Nebraska St. north side between Commercial St. and Ames St.
RW01-014	House	NW corner Walnut St. and Coke St.
RW01-015	House	SW corner Coke St. and Elm St.
RW01-017	House	SW corner Warren St. and Walnut St.
RW01-018	House	503 Nebraska St.
RW01-022	House	403 West Walnut St.
RW01-023	Bartley Round Barn (Octagonal)	SW corner Commercial St. and Maple St.
RW01-024	Grain Elevator Complex	Railroad tracks between Ames St. and Commercial St.
RW01-028	House	NE corner Commercial St. and Elm St.
RW01-029	Post Office	Commercial St., west side between Walnut St. and Ash St.
RW01-030	Walkington House	203 Nebraska Ave.
RW01-031	House	Warren St., east side on 500 block between Elm St. and Walnut St.
RW01-032	Bartley Water Tower	Nebraska Ave., north side at Commercial St.
RW01-033	House	c. 407 Ames St.
RW01-034	House	501 Lemon St.

List of Surveyed Properties

NeHBS No.	Property Name	Address
RW01-039	Service Station	USH 6, north side between Ames St. and Commercial St.
RW01-040	Service Station	USH 6, south side between Commercial St. and Lemon St.
<i>Danbury</i>		
RW02-006	Commercial Building	Grandville Ave., west side between Arragon St. and Beverly St.
RW02-008	Commercial Building	Grandville Ave., west side between Arragon St. and Beverly St.
RW02-011	Commercial Building	302 Grandville Ave.
RW02-014	Danbury Depot	Grandville Ave., west side between Beverly St. and Cullodon St.
RW02-020	House	Grandville Ave., west side, south of Decatur St.
RW02-025	House	Holborn Ave., east side between Beverly St. and Cullodon St.
RW02-029	Danbury School and Auditorium	Arragon St., north side, east of Holborn Ave.
RW02-030	House	103 Arragon St.
RW02-033	House	101 Short St.
RW02-035	Grain Elevator	Railroad tracks south side between Grandville Ave. and Fairpoint Ave.
RW02-036	House	Fairpoint Ave., west side between Cullodon St. and railroad tracks
RW02-041	United Presbyterian Church	SW corner Cullodon St. and Fairpoint Ave.
RW02-043	House	NW corner Decatur St. and Fairpoint Ave.
RW02-044	House	305 Fairpoint Ave.
<i>Indianola</i>		
RW03-001	Commercial Building	SW corner Fourth St. and E St.
RW03-004	Masonic Temple	West side Fourth St. between D St. and E St.
RW03-005	Bank Building	NW corner Fourth St. and D St.
RW03-006	Commercial Building	SW corner Fourth St. and D St.
RW03-007	Commercial Building	Fourth St., east side between C St. and D St.
RW03-016	House	Second St., north end at H St.
RW03-020	House	Third St., east side between G St. and H St.
RW03-026	House	Third St., west side between E St. and F St.
RW03-027	House	Third St., east side between E St. and F St.
RW03-028	Garage	Third St., west side between D St. and E St.
RW03-031	Grain Elevator	Third St., south end at railroad tracks
RW03-032	Commercial Building	Fourth St., west side between E St. and F St.
RW03-035	House	Fourth St., east side between F St. and G St.
RW03-036	House	307 Fourth St.
RW03-038	House	Fourth St., west side between F St. and G St.
RW03-039	House	Fourth St., east side between F St. and G St.
RW03-043	House	520 Fifth St.
RW03-044	House	510 Fifth St.

List of Surveyed Properties

NeHBS No.	Property Name	Address
RW03-045	Harrison House	419 H St.
RW03-046	House	SE corner Fifth St. and H St.
RW03-047	House	411 H St.
RW03-049	House	317 Fifth St.
RW03-050	House	306 Fifth St.
RW03-051	House	222 Fifth St.
RW03-052	House	218 Fifth St.
RW03-061	House	521 D St.
RW03-064	House	603 E St.
RW03-070	House	416 Sixth St.
RW03-072	House	423 Sixth St.
RW03-081	St. Catherine's Catholic Church and Rectory	D St., north side between Seventh St. and Oak St.
RW03-083	House	222 Third St.
RW03-086	House	208 Fifth St.
RW03-087	House	211 Sixth St.
RW03-088	Garage	1001 D St.
RW03-089	House	421 G St.
<i>Lebanon</i>		
RW04-001	Stone Outbuilding	Center Ave., 200 block on northside along railroad tracks
RW04-003	Abandoned House	NE corner Camden St. and Gregory Ave.
RW04-004	Abandoned House	Gregory Ave., east side between Dallas St. and Camden St.
RW04-005	Abandoned House	SE corner Dallas St. and Endicott St.
RW04-013	Mobil Gas Station	SE corner Halifax Ave. and South Railway St.
RW04-016	Commercial Building	Center St., east side between South Railway St. and Camden St.
RW04-017	Commercial Building	Center St., east side between Camden St. and South Railway St.
RW04-023	Lebanon United Presbyterian Church	NE corner Center St. and Endicott St.
RW04-024	House	NW corner Center St. and Endicott St.
RW04-026	Lebanon School and Auditorium	Center St, east side, south of Frankfort St.
RW04-031	House	Irving Ave., west side between Camden St. and South Railway St.
RW04-034	House	Center Ave., 200 Block on west side
RW04-035	House	Gregory Ave., east side between Dallas St. and Endicott St.
RW04-036	Lebanon Cemetery	1 block west of Janita St. and Dallas St. west side
<i>McCook</i>		
RW05-001	Sutton House	602 Norris Ave.
RW05-002	Former Vogue Building	SW corner Norris Ave. and B St.
RW05-004	First National Bank	NW corner Norris Ave. and C St. on 300 block
RW05-005	Commercial Building	Norris St., west side between C St. and D St. on 300 block
RW05-006	Commercial Building	308 Norris Ave.

List of Surveyed Properties

NeHBS No.	Property Name	Address
RW05-007	Moore and Reid Building	Norris St., west side between C St. and D St. on 300 block
RW05-008	Aishel Building	Norris St., west side between C St. and D St. on 300 block
RW05-009	Meeker/Phillips Building	316 Norris Ave.
RW05-011	Keystone Hotel	NW corner Norris Ave. and D St.
RW05-012	Fox Theater	Norris Ave., west side between D St. and E St.
RW05-013	Commercial Building	Norris Ave., west side between D St. and E St.
RW05-014	Gazette Building	422 Norris Ave.
RW05-015	Former YMCA Building	424 Norris Ave.
RW05-016	Red Willow County Courthouse	Norris Ave., west side between E St. and F St.
RW05-017	Commercial Building	Norris Ave., west side between A St. and B St.
RW05-021	Senator George Norris House	706 Norris Ave.
RW05-026	House	SW corner Norris Ave. and J St.
RW05-028	House	1000 block Norris Ave, west side between J St. and K St.
RW05-030	House	902 West First St.
RW05-036	House	611 West First St.
RW05-039	St Alban's Episcopal Church Complex	SE corner West First St. and F St.
RW05-040	House	420 West First St.
RW05-041	House	416 West First St.
RW05-042	Telephone Company Building	NW corner West First St. and D St.
RW05-043	Commercial Building	West First St., west side between A St. and B St.
RW05-054	House	705 West Second St.
RW05-060	House	601 West Third St.
RW05-062	Westside Congregational Church	West Third St., east side between E St. and F St.
RW05-064	House	505 West Third St.
RW05-065	House	310 West Third St.
RW05-066	Commercial Building	Railroad tracks at West Third St.
RW05-067	West Ward School	SW corner West Fourth St. and D St.
RW05-068	House	NW corner West Fourth St. and D St.
RW05-069	House	601 West Fourth St.
RW05-070	Memorial Auditorium	SW corner West Fifth St. and D St.
RW05-071	House	1502 Norris Ave.
RW05-072	House	1304 West First St.
RW05-073	Former St. Catherine's Convent	West Fourth St., east side between L St. and M St.
RW05-074	Former St Catherine's Hospital	West Fourth St., west side between L St. and M St.
RW05-076	House	505 West G St.
RW05-078	House	116 South St.
RW05-083	Basement House	210 West Eleventh St.
RW05-085	Co. Jail Annex/Sheriff's Office	105 West E St.
RW05-086	Burlington Northern Railroad Depot	Railroad tracks at Norris Ave.
RW05-088	House	405 East Sixth St.
RW05-093	House	607 East Fifth St.

List of Surveyed Properties

NeHBS No.	Property Name	Address
RW05-094	House	NE corner East Fifth St. and G St.
RW05-096	East Elementary School	East Fifth St., east side between F St. and E St.
RW05-098	House	311 East Fourth St.
RW05-103	House	711 East Fourth St.
RW05-104	House	1004 East Fourth St.
RW05-105	D.A.R. Museum	M St., north side between East Third St. and East Fifth St. in city park
RW05-106	Picnic Shelter	M St., north side between East Third St. and East Fifth St. in city park
RW05-107	Recreational Facility	M St., north side between East Third St. and East Fifth St. in city park
RW05-108	True Hall	M St., south side between East Third St. and East Fifth St.
RW05-114	House	301 East Second St.
RW05-118	House	503 East First St.
RW05-119	House	507 East First St.
RW05-120	House	601 East First St.
RW05-123	House	611 East First St.
RW05-124	House	705 East First St.
RW05-125	Norris Park Bandstand	G Street, north side between Norris Ave. and East First St.
RW05-127	Duplex	205-207 East H St.
RW05-128	Edward Perkins House	SW corner East J St. and East First St.
RW05-129	Edward Brady House	1102 East First St.
RW05-130	Duplex	1206 East First St.
RW05-131	Bud Buam House	113 East M St.
RW05-134	House	806 East Second St.
RW05-135	House	710 East Second St.
RW05-138	House	508 East Second St.
RW05-139	Commercial Building	Norris Ave., east side between A St. and B St.
RW05-140	Garage	100 East Fourth St.
RW05-144	Commercial Building	1225 East B St.
RW05-145	Commercial Building	East B St., north side between Eleventh St. and Thirteenth St.
RW05-146	Former School	East B St., north side between Eleventh St. and Thirteenth St.
RW05-149	House	SE corner South St. and East Ninth St.
RW05-153	Former Garden Hotel	NE corner Norris Ave., and East C St.
RW05-154	U.S. Post Office	NE corner Norris Ave. and D St.
RW05-155	McCook Public/Carnegie Library	423 Norris Ave.
RW05-156	United Methodist Church	NE corner Norris Ave. and E St.
RW05-161	First Congregational Church	SW corner E St. and East Second St.
RW05-162	Spearman House	311 East Fifth St.
RW05-173	House	406 East Sixth St.
RW05-175	Lustron House	1305 Norris Ave.
RW05-176	Commercial Building	102 Norris Ave.

List of Surveyed Properties

NeHBS No.	Property Name	Address
RW05-179	Commercial Building	120 Norris Ave.
RW05-180	Commercial Building	SE corner B St. and West First St.
RW05-181	Commercial Building	B St., south side between West First St. and Norris Ave.
RW05-182	Commercial Building	B St., south side between West First St. and Norris Ave.
RW05-194	Commercial Building	Norris Ave., west side between B St. and C St.
RW05-195	Commercial Building	Norris Ave., west side between B St. and C St.
RW05-196	Commercial Building	Norris Ave., west side between C St. and D St.
RW05-201	Commercial Building	NE corner West First St. and C St.
RW05-202	Commercial Building	Norris Ave., east side between B St. and C St.
RW05-203	Commercial Building	Norris Ave., east side between B St. and C St.
RW05-204	Commercial Building	217 Norris Ave.
RW05-205	Commercial Building	Norris Ave., east side between B St. and C St.
RW05-206	Commercial Building	Norris Ave., east side between C St. and D St.
RW05-207	Commercial Building	309 Norris Ave.
RW05-208	Frank Koon Building	313 Norris Ave.
RW05-209	Commercial Building	300 block Norris, east side between C St. and D St.
RW05-210	Commercial Building	110 East C St.
RW05-211	Willis Building	114 East C St.
RW05-213	House	1006 West Third St.
RW05-214	Brick Streets	City of McCook
RW05-215	Commercial Building	Norris Ave., east side between A St. and B St.
RW05-216	Commercial Building	Norris Ave., east side between A St. and B St.
RW05-217	Commercial Building	NW corner B St. and West Eighth St.
RW05-218	Commercial Building	SW corner B St. and West Fifth St.
RW05-219	Commercial Building	421 West B St.
RW05-221	Commercial Building	400 block West B St., north side
RW05-224	Commercial Building	Norris Ave., west side between B St. and C St.
RW05-225	Klein Building	West First St., west side between A St. and B St.
RW05-226	Commercial Building	B St., south side between East Third St. and East Fourth St.
RW05-227	Commercial Building	NW corner B St. and East Fifth St.
RW05-228	Auto Garage	NE corner B St. and East Fifth St.
RW05-229	Commercial Building	B St. south side between East Sixth St. and East Seventh St.
RW05-230	Commercial Building	NW corner B St. and East Seventh St.
RW05-231	Commercial Building	NE corner B St. and East Seventh St.
RW05-232	Commercial Building	SW corner East B St. and East Thirteenth St.
RW05-233	House	412 East Sixth St.
RW05-234	McCook Baptist Church	East Sixth St., east side between B St. and C St.
RW05-235	First Baptist Church	SW corner East Sixth St. and K St.
RW05-236	House	607 East Fourth St.
RW05-237	House	609 East Fourth St.
RW05-238	House	511 East Third St.

List of Surveyed Properties

NeHBS No.	Property Name	Address
RW05-239	Commercial Building	109 East Second St.
RW05-240	House	609 East First St.
RW05-241	House	808 East First St.
RW05-242	House	1106 East First St.
RW05-243	House	SW corner M St. and East First St.
RW05-244	House	SW corner Norris Ave. and M St.
RW05-245	House	1210 West First St.
RW05-246	House	1100 block West First St., SE corner First St. and L St.
RW05-247	House	1111 West First St.
RW05-248	House	1102 West First St.
RW05-252	House	Norris Ave., east side between L St. and M St.
RW05-253	First Church of God	SE corner Norris Ave. and M St.
RW05-254	House	1106 Norris Ave.
RW05-255	House	909 West Second St.
RW05-256	House	510 West Second St.
RW05-257	Auto Dealership	SE corner West Second St. and C St.
RW05-258	Commercial Building	West Third St., west side between A St. and B St.
RW05-259	House	306 West Third St.
RW05-261	House	205 K St.
RW05-262	House	201 K St.
RW05-263	Pedestrian Truss Bridge	Kelley Park
RW05-264	Memorial Park Cemetery	NW corner West Fourteenth St. and J St.
RW05-265	House	312 East Second St.
RW05-266	Commercial Building	201 East C St.
RW05-267	Commercial Building	West First St., west side between A St. and B St.
RW05-268	House	406 East First St.
RW05-269	Frenchman Valley Coop. Grain Elevator	A St. between East Second St. and East Third St.
RW05-270	St. Patrick's Calvary Cemetery	NE corner USH 83 and J St.
RW05-271	Riverview Cemetery	NE corner USH 83 and USH 6/34
RW05-272	Red Horse Motel and Fireside Inn Restaurant	B St., south side east of Airport Rd.
RW05-273	The Sage Motel	1003 East B St.
Marion		
RW06-009	Grain Elevator	North Railway St., south side, one block west of Nebraska St.
RW06-014	Abandoned Schoolhouse	Highway 89, north side, one block west of Nebraska St.
RW06-015	Farmstead	Highway 89, north side, one block west of Nebraska St.

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Art Moderne Style (circa 1930-1950). An architectural style featuring industrial technology and streamlined simplicity. Features include smooth, rounded corners, horizontal massing, details in concrete, glass block, aluminum, and stainless steel.

Association. Link of a historic property with a historic event, activity, or person. Also, the quality of integrity through which a historic property is linked to a particular past time and place.

Balloon frame. A type of support for wood-frame buildings that utilizes vertical studs that extend the full height of the wall and floor joists fastened to the studs with nails. Balloon-frame buildings in Nebraska became popular with the expansion of the railroad when milled lumber could be shipped to the plains for relatively low cost.

Bay window. A decorative window that projects out from the flat surface of an exterior wall, often polygonal in design. Bay windows are often seen on Queen Anne style buildings.

Boom-Town (circa 1850-1880). See false-front.

Brackets. Support members used under overhanging eaves of a roof, usually decorative in nature.

Building. A building is erected to house activities performed by people.

Bungalow/Craftsman Style (circa 1890-1940). An architectural style characterized by overhanging eaves, modest size, open porches with large piers and low-pitched roofs.

Circa, Ca., or c. At, in, or of approximately, used especially with dates.

Clapboard. Relatively long, thin boards that have a thick lower edge and a feathered, or tapered upper edge. The shape of the boards permits them to be overlapped horizontally. Clapboard is most commonly used as cladding material on vernacular form houses and their secondary buildings.

Column. A circular or square vertical support member.

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Commercial Vernacular Style (circa 1860-1930). A form of building used to describe simply designed commercial buildings of the late nineteenth and early twentieth centuries, which usually display large retail windows and recessed entrances on the first floor.



Example of Commercial Vernacular style

Contributing (National Register definition). A building, site, structure, or object that adds to the historic associations, historic architectural qualities for which a property is significant. The resource was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity, or is capable of yielding important information about the period.

Contributing (NeHBS definition). A building, site, structure, object, or collection of buildings such as a farmstead that meets the NeHBS criteria of integrity, historic association, historic architectural qualities, and was present during the period of significance. A property that contributes to the NeHBS is generally evaluated with less strictness than for an individual listing in the National Register, yet more strictness than a building which may “contribute” to a proposed National Register district.

Cross gable (circa 1860-1910). A vernacular building form typically two stories and square in plan with two identical roofs whose ridges intersect to produce a cruciform.

Design. Quality of integrity applying to the elements that create the physical form, plan, space, structure, and style of a property.

Dormer. A vertical window projecting from the roof. Variations of dormer types can be based on the dormer’s roof form, for example shed dormer, gable dormers, and hipped dormers.

Dutch Colonial Revival Style (circa 1900-1940). A residential architectural style based on the more formal Georgian Revival style. This style is identified by its gambrel roof and symmetrical facade.

Eclectic Style (circa 1890-1910). An eclectic building displays a combination of architectural elements from various styles. It commonly resulted when a house designed in one architectural style was remodeled into another.

Elevation. Any single side of a building or structure.

Eligible. Properties that meet the National Park Service Criteria for nomination and listing in the National Register.

Evaluation. Process by which the significance and integrity of a historic property are judged and eligibility for National Register of Historic Places (National Register) listing is determined.

Extant. Still standing or existing (as in a building, structure, site, and/or object).



Example of Cross gable building form

False-front (circa 1850-1880). A vernacular building form, which is typically a one-and-one-half story front gable frame building with a square facade that extends vertically in front of the front-facing gable. This gives an entering visitor the sense of approaching a larger building. This form is often used in the construction of a first-generation commercial building, thus is also known as “boom-town.”

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Example of a Dormer

Feeling. Quality of integrity through which a historic property evokes the aesthetic or historic sense of past time and place.

Fenestration. The arrangement of windows and other exterior openings on a building.

Foursquare Style (circa 1900-1930). Popularized by mail-order catalogues and speculative builders in the early twentieth century, this style is typified by its box-like massing, two-stories, hipped roof, wide overhanging eaves, central dormers, and one-story porch spanning the front facade.

Front gable (circa 1860-1910). The vernacular form of a building, generally a house, in which the triangular end of the roof faces the street.

Gable. The vertical triangular end of a building from cornice or eaves to ridge.

Gabled ell (circa 1860-1910). The vernacular form of a building, generally a house, in which two gabled wings are perpendicular to one another in order to form an “L”-shaped plan.

Gable end. The triangular end of an exterior wall.

Gable roof. A roof type formed by the meeting of two sloping roof surfaces.

Gambrel roof. A roof type with two slopes on each side.

High Victorian Gothic (circa 1865-1900). This architectural style drew upon varied European medieval sources and employed pointed arches and polychromatic details. The heavier detailing and more complex massing made this style popular for public and institutional buildings.



Example of Gabled ell building form



Example of Front gable building form

Historic siding materials

As asphalt building materials became more popular, companies such as Flinkote, John's-Manville, Ruberiod, and Pabco began creating siding materials in addition to roof shingles. The asphalt roofing industry developed between 1903 and 1920, creating varied shingle sizes and shapes. The siding shingles were typically similar in color and design to the roofing shingles, but were larger in size. During the 1930s, the Flintkote Company offered a siding pattern that imitated bricks. During World War II the use of asbestos-cement siding and roofing materials rose to new levels, primarily as a result of the need to enclose munitions supplies with an easy assembled, inexpensive, fireproof material. The material became a popular residential building material following the war. Asbestos-cement siding shingles, also referred to as slate siding, came in a wide variety of colors, sizes, and textures. During production, asbestos fibers were typically bound with cement, causing the asbestos to be unable to breathe, and therefore limiting the health risk. The material proved popular because of building material shortages caused by the war, the efficient price, and the benefit of being fireproof. Companies that produced asphalt building materials, such as John's-Manville, Ruberoid, and Pabco also produced asbestos materials. Advertisements from the 1950s show how popular these products were, and claimed that they could modernize a home, add fireproof protection, and were a permanent, no maintenance product. Production began during World War II, and some companies produced siding into the 1980s, although rising health concerns about the materials in the 1960s curtailed popularity.

-- Discussion adapted from Thomas C. Jester, ed., *Twentieth-Century Building Materials* (Washington D.C.: The McGraw-Hill Companies, 1995), 42, 250.

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Hipped roof. A roof type formed by the meeting of four sloping roof surfaces.

Historic context. The concept used to group related historic properties based upon a theme, a chronological period, and/or a geographic area.

Integrity. Authenticity of a property's historic identity, evidenced by the survival of physical characteristics that existed during the property's historic period. (See *Research Design* section in Chapter 3.)

Italianate Style (circa 1870-1890). A popular style for houses, these square, rectangular, or L-shaped, two-story buildings have low-pitched, hip roofs, with wide eaves usually supported by heavy brackets, tall narrow windows, and front porches. In some cases, the roof may be topped with a cupola.

Keystone. A wedge-shaped piece at the crown of an arch that locks the other pieces in place. It is seen most often over arched doors and window openings and is sometimes of a different material than the opening itself.

Late Gothic Revival Style (circa 1880-1920). A later version of the Gothic style, these buildings are generally larger and use heavy masonry construction. In churches, masonry is sometimes used throughout the structure. The pointed-arch window openings remain a key feature; however, designs are more subdued than those of the earlier period.

Location. Quality of integrity retained by a historic property existing in the same place as it did during the period of significance.

Materials. Quality of integrity applying to the physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.

Mediterranean Revival (circa 1900-1940). These buildings are characterized by flat wall surfaces, often plastered, broken by a series of arches with terra cotta, plaster, or tile ornamentation. Details such as red tile roofs and heavy brackets are also commonly seen.

Multiple Property Nomination. The National Register of Historic Places Multiple Property documentation form nominates groups of related significant properties. The themes, trends, and patterns of history shared by the properties are organized into historic contexts. Property types that represent those historic contexts are defined within the nomination.

National Register of Historic Places (National Register). The official federal list of districts, buildings, sites, structures, and objects significant in American history, architecture, archaeology, engineering, and culture that are important in the prehistory or history of their community, state, or nation. The program is administered through the National Park Service by way of State Historic Preservation Offices (see *Chapter 1. Introduction* of this report).

National Register of Historic Places Criteria. Established criteria for evaluating the eligibility of properties for inclusion in the National Register. See *Research Design* section in Chapter 3.

Neo-Classical Style (circa 1900-1920). An architectural style characterized by a symmetrical facade and usually includes a pediment portico with classical columns.

Noncontributing (National Register definition). A building, site, structure, or object that does not add to the historic architectural qualities or historic associations for which a property is significant. The resource was not present during the period of significance; does not relate to the documented



Example of One-story Cube building form

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significance of the property; or due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity nor is capable of yielding important information about the period.

Noncontributing (NeHBS definition). A building, site, structure, object, or collection of buildings such as a farmstead that does not meet the NeHBS criteria of integrity, historic association, historic architectural qualities, or was not present during the period of significance. Noncontributing properties are not generally entered into, nor kept in, the NeHBS inventory; however, exceptions do exist.

Object. An artistic, simple, and/or small-scale construction not identified as a building or structure; i.e. historic signs, markers, and monuments.

One-story Cube (circa 1870-1930). The vernacular form of a house, which is one-story and box-like in massing. Features generally include a low-hipped roof, a full front porch recessed under the roof, little ornamentation, and simple cladding, such as clapboard, brick, or stucco. Also known as a Prairie Cube.

Period of Significance. Span of time in which a property attained the significance for which it meets the National Register criteria.

Pony truss bridge (circa 1880-1920). A low iron or steel truss, approximately 5 to 7 feet in height, located alongside and above the roadway surface. Pony truss bridges often range in span lengths of 20 to 100 feet.



Example of Side gable building form

Portico. A covered walk or porch supported by columns or pillars.

Potentially eligible. Properties that may be eligible for listing in the National Register pending further research and investigation.

Property. A building, site, structure, and/or object situated within a delineated boundary.

Property type. A classification for a building, structure, site, or object based on its historic use or function.

Queen Anne Style (circa 1880-1900). A style that enjoyed widespread popularity, particularly in the eastern portion of Nebraska. These houses are typically two stories tall, have asymmetrical facades, and steeply pitched rooflines of irregular shape. Characteristics include a variety of surface textures on walls, prominent towers, tall chimneys, and porches with gingerbread trim.

Setting. Quality of integrity applying to the physical environment of a historic property.

Shed roof. A roof consisting of one inclined plane.

Side gable (circa 1860-1940). The vernacular form of a building, generally a house, in which the gable end of the roof is perpendicular to the street.

Significance. Importance of a historic property as defined by the National Register criteria in one or more areas of significance.

Site. The location of a prehistoric or historic event.

Spanish Colonial Revival Style (circa 1900-1920). These buildings, which have a southwestern flavor, show masonry construction usually covered with plaster or stucco, red clay tiled hipped roofs, and arcaded porches. Some facades are enriched with curvilinear and decorated roof lines.

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Structure. Practical constructions not used to shelter human activities.

Stucco. A material usually made of Portland cement, sand, and a small percentage of lime and applied in a plastic state to form a hard covering for exterior walls.

Tudor Revival Style (circa 1920-1940). A style that reflects a blend of a variety of elements from late English medieval styles. It is identified by steep gables, half-timbering, and mixes of stone, stucco, and wood.

Turret. A little tower that is an ornamental structure and projects at an angle from a larger structure.

Two-story Cube (circa 1860-1890). The vernacular form, generally for a house, which is a two-story building, box-like in massing, with a hipped roof, near absence of surface ornament, and simple exterior cladding such as brick, clapboard, or stucco.

Vernacular. A functional, simplistic building or structure without stylistic details. Vernacular form buildings were usually designed by the builder, not by an architect.

Workmanship. Quality of integrity applying to the physical evidence of the crafts of a particular culture, people, or artisan.

All images shown in glossary adapted from Barbara Wyatt, ed., *Cultural Resource Management in Wisconsin*, vol. 2, Architecture (Madison, Wis.: State Historical Society of Wisconsin, 1986).